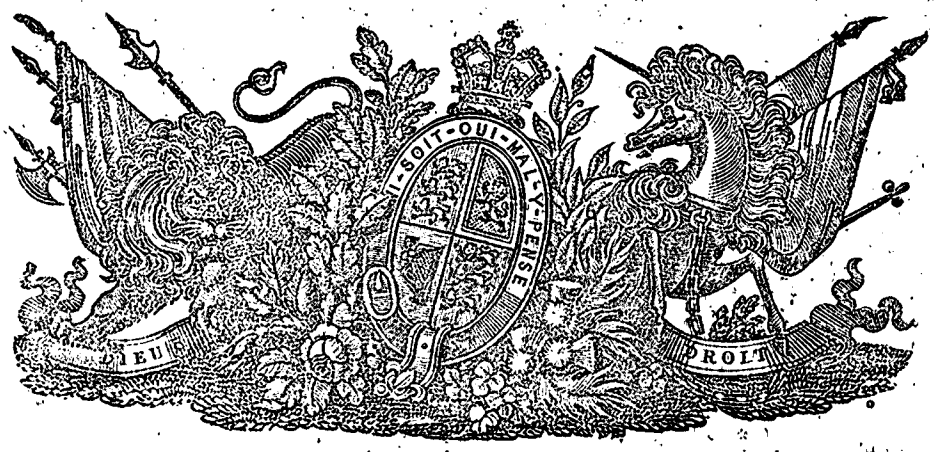

ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

(GENERAL BRANCH),

BOMBAY PRESIDENCY,

FOR THE YEAR

1890-91.

ASIATIC SOCIETY

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ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT, BOMBAY PRESIDENCY,

(GENERAL BRANCH),

FOR THE YEAR 1890-91.

GENERAL REMARKS.

1. The total expenditure of the year on Civil Works was Rs. 60,25,017, as below :—

		Rs.	Rs.
In India.			
Imperial		2,42,689	
Provincial		40,69,983	
Profit and Loss		122	
Suspense Accounts		—53,013	
			42,59,781
Contributions		2,68,618	
Local Funds, Incorporated		9,78,801	
Suspense Accounts		—12,570	
			12,34,849
Excluded Local Funds...			5,30,387
			60,25,017

In round figures the expenditure on New Works was Rs. 29½ lákhs; on Repairs nearly 19 lákhs; on Establishment 11 lákhs; and on Tools and Plant ¾ lákh.

2. In July 1890, the public works under execution, from funds provided in the Civil Budget, for the accommodation of the Civil establishments at certain stations on the Somáli Coast, handed over to the British by the Egyptian Government, were formally taken charge of by this Department, under orders received from the Government of India in the Public Works Department, and steps were at once taken towards the preparation and submission for sanction of plans and estimates for the necessary works and repairs, and of a complete statement of the funds required. Amongst the works carried out and completed were a Custom-house and Jail at Bulhar; Police Lines at Berbera and Zaila; a system of water-supply to the native town of Berbera, and a pier warehouse at Zaila.

3. Steady progress has been made during the year in meeting the wants of the various departments in the matter of new buildings, and the improvement of accommodation in existing offices, &c.

4. In the Revenue Department, the new Revenue Offices at Broach have been practically completed; the State and Alienation Records office at Poona was made over for occupation, and the building is nearly completed; four Mámlatdárs' kacheris for the táluka head-quarters revenue establishments at Murbád in Thána, Sháháda in Khándesh, Indi in Bijápur, and Koregaon in Sátara, were completed; four were in progress at Kalyán in Thána, Báramati in Poona, Erandol in Khándesh, and Igatpuri in Násik; and additions and alterations were carried out to the Párdi Kacheri in Surat, and the Daskrohi Mámlatdár's kacheri at Ahmedabad; two Mahálkaris' kacheris at Bhatkal in Kánara, and Shirála in Sátára, were completed, and one at Dhond in Ahmednagar was commenced; a Mukhtyárkarate at Badin, in the Hyderabad District, has been completed, and that at Tando Alahyar, in the same district, was enlarged; and record accommodation has been provided for the Collector's kacheri at Belgaum, and for one Mámlátdár's kacheri (Ahmednagar), and at three Mukhtyárkarates and one Kardarate in the Hyderabad Collectorate, Sind.

5. In connection with Government Houses, a long-felt want has been supplied by the construction of permanent quarters for the Governor's Band at Mahábaleshwar, which had hitherto been accommodated in tents, which were worn out. The project, besides adding materially to the comfort of the men, will save in annual charges to an extent equivalent to 4⅓ per cent. on the increased initial expenditure.

6. Under the head Abkári, the large new distilleries at Surat and Dhulia were nearly completed, and quarters for establishments were under construction at the Uran distillery in Kolába, and the Mundhwa distillery near Poona.

7. Under Court-houses a District Judge's Court-house at Kárwár was completed, and additions and alterations were in progress at the Court-house at Broach.

8. New Subordinate Judges' Court-houses were completed at Háveri in Dhárwár, and Shirpur in Khándesh; and were in progress at Dhandhuka in the Ahmedabad, Málegaon in the Násik, Málvan in the Ratnágiri, and Sujával in the Karáchi Collectorates; and additions and alterations to the Subordinate Judges' Court-houses at Godhra and Dohad were in progress. Three bungalows at Rohri in Sind were purchased, late in the year, for adaptation as a court-house and residence for a Subordinate Judge.

9. Under Jails the progress made was very important; complete plans and estimates for the large project for a new Criminal and Civil Jail and Workhouse at Bombay were prepared, and at the end of the year were under consideration of the various departments concerned. Two other projects, for the conversion of existing buildings at Ahmednagar and Sátára into Subordinate Jails, were in progress, and the first was completed, and the second nearly so.

10. Detailed plans and estimates for a new Central Jail at Ahmedabad, accommodating in all 871 prisoners, exclusive of sick, were prepared and carefully revised in communication with the Jail and Sanitary authorities, and received the sanction of Government in September 1890; the total amount of the estimate being Rs. 5,41,714. The work was commenced, and considerable progress was made during the year, details of which are given in the body of the report.

11. The project for re-building the Central Jail at Hyderabad, Sind, was under consideration at the same time as that for the jail at Ahmedabad, but the designs are still under revision, the delay being chiefly owing to difficulties regarding the site, which have now been overcome. The project will cost approximately about 4 lákhs, against which there is a set-off in the value of the present jail site, which, on data furnished by the Collector, amounts to $2\frac{1}{4}$ lákhs, so that the net charge on Provincial revenues will be $1\frac{3}{4}$ lákhs, if these estimates are realised.

12. Considerable progress was made with the scheme for providing suitable quarters for the District Police, which has now been in hand for some years. The original budget provision for the purpose, in the year under report, was Rs. 1,50,000, but this was subsequently increased to Rs. 1,88,512, providing additional accommodation for 891 men. Details of the actual progress and outlay will be found in the body of this report.

13. Under Educational buildings, at Bombay the quarters for the students of the Elphinstone College, the Reay Art Workshops at the School of Art, the Bombay Gymnastic Institute, the Framji Dinshaw Petit Laboratory at the Jamsetji Jijibhoy Hospital, and the residence for the Principal of the Wilson College, all in progress in the past year, were completed during the year; and the Anjuman-i-Islam School, and residence for the Principal, and dormitories for boys, of the St. Peter's School, Mazgaon, made good progress. Certain additions were carried out to the Sassoon Reformatory. At Poona all the buildings for the new Bacteriological Laboratory at the College of Science were completed; and proposals were under consideration for acquiring an additional plot of land, with a bungalow standing thereon, for quarters for the Superintendent of the Observatory, now called the "Takhatsingji Solar Observatory."

14. Satisfactory progress was made during the year in the construction of Medical buildings at Bombay, especially those which owe their origin to the munificence of private citizens: the Awabai Bhownagree Home for pupil nurses was completed; the Sir Dinshaw Manockji Petit and Bai Motlibai Hospitals made considerable progress; and an important addition to these hospitals, in the shape of an out-door dispensary for women and children, to be called the "Dwarkadas Lalubhai Dispensary," was completed during the year. In connection with the new St. George's Hospital for Europeans, nearly all the subsidiary buildings for the nursing staff were completed, and the main hospital for males was in progress. A munificent gift of Rs. 1,00,000 was received from Messrs. Harkisandas Narotamdas and Bhagvandas Narotamdas, on behalf of their mother Bai Putlibai and themselves, towards the construction of a new Lunatic Asylum for females, to form part of a project which will shortly be taken in hand. At Násik, a new civil hospital was commenced; and 2 additional wards to the civil hospital at Ahmedabad, which are to be constructed from a portion of a sum of Rs. 50,000, bequeathed by the late Surgeon-General David Wyllie, for the benefit of the community of the City of Ahmedabad, and which will be called the "David Wyllie Wards," were also undertaken. A much-felt want will shortly be supplied by the construction of an European General Hospital at Aden, which was commenced during the year, and made good progress. The existing hospital is in a hired building, the accommodation and general arrangements of which are very defective.

15. The gross outlay on original works, under the head Communications, from Provincial and Local Funds and Contributions, during the year, amounted to a little more than $8\frac{1}{16}$ lákhs. This large amount has been spent on the completion and continuation of new

roads, the improvement and metalling of existing roads, and in the continuation and construction of large and small bridges, details of which are given in the body of the report. The most important of the bridges are the iron bridge over the Dadhar river, on the Broach and Jambusar road, which was completed at a total cost of Rs. 1,41,266, and opened for traffic during the year; the Watrak River Bridge, on the Baad-Bibipara road, estimated to cost Rs. 87,072, which has also been practically completed; and the large iron bridge over the Sábarmati river at Ahmedabad, estimated to cost Rs. 4,58,400, on which good progress has been made during the year.

16. Under Miscellaneous Public Improvements, the gross outlay on original works has been a little over Rs. 4½ lákhs, principally on works of water-supply, undertaken on behalf of Municipalities, the principal of which are the Ahmedabad water-works, estimated to cost Rs. 7,90,266, which were practically completed by the end of the year; and the Dhulia water-works, estimated to cost Rs. 1,07,282. A project on behalf of the Native State of Janjira, the estimated cost of which is Rs. 78,247, was also commenced and made good progress. Plans and estimates for a large scheme of water-supply to the town of Hubli, including the Southern Marátha Railway establishments, bungalows and workshops, has been matured and sanctioned, the estimate for which amounts to Rs. 4,73,250, of which the Railway Company contribute Rs. 2½ lákhs, the balance being provided by the Municipality.

17. A new head, 7—Arboriculture, appears for the first time in the report, as the duty of maintaining road-side trees on Provincial roads has been transferred from the Revenue to the Public Works Department, and Rs. 12,000 provided under this head in the Civil, was transferred to the Public Works, Budget.

18. The actual cost of the Establishment of all classes in 1890-91 was Rs. 17,84,016, as compared with—

Rs. 19,10,321 in 1889-90,
„ 18,79,953 in 1888-89,
and „ 19,39,570 in 1887-88.

The following table shows the distribution of the charge in each year :—

Head of Service.	1887-88.	1888-89.	1889-90.	1890-91.
Imperial.	Rs.	Rs.	Rs.	Rs.
Military	1,82,449	2,21,534	2,32,197	35,454
Barrack Department	56,712	56,270	54,352	9,675
Civil Works	57,984	25,935	26,263	40,130
Irrigation	6,25,263	5,79,003	5,88,513	5,78,865
Total, Imperial ...	9,22,408	8,82,742	9,01,325	6,64,124
Provincial.				
Civil Works	9,13,965	8,83,306	8,49,583	9,31,995
Irrigation	.....	.....	42,307	42,147
Total, Provincial ...	9,13,965	8,83,306	8,91,890	9,74,142
Local Funds.				
Incorporated	91,766	1,01,622	92,065	1,10,425
Excluded	11,431	12,283	25,038	35,325
Total, Local Funds ...	1,03,197	1,13,905	1,17,106	1,45,750
GRAND TOTAL ...	19,39,570	18,79,953	19,10,321	17,84,016

It will be observed that, compared with the previous year, whereas there was a decrease in the total cost of Rs. 1,26,305, there was an increase in the debits to Civil Works (Imperial, Provincial and Local), taken together, of Rs. 1,24,763.

The decrease in the total cost is principally due to the transfer of establishments, costing in the aggregate Rs. 1,10,749, to the Military Works Department.

The increase in the cost under Civil Works is due principally to the difference between the former credit at 23 per cent. on outlay on Imperial Military Works supervised by the Provincial establishments, and the cost of the establishments actually transferred. Thus the credit afforded in 1889-90 was Rs. 2,32,197 under Imperial Military, and Rs. 7,580 under Barrack Department (included in Rs. 54,352), total Rs. 2,39,777; whereas the credit in 1890-91 on account of the Military Works still remaining under the Public Works Department was Rs. 35,454 under the former head, and Rs. 1,166 under the latter (included in Rs. 9,675), total Rs. 36,733. The difference is Rs. 2,03,044, against which has to be set the cost of the establishments transferred, Rs. 1,10,749, showing a total loss to Civil Works of Rs. 92,295. These are comparative figures only, but are nearly correct, the actual loss on the estimates having been a little over Rs. 1,00,000.

It is believed, on the other hand, that the cost of the separate agency for Military Works to Imperial Funds has considerably exceeded the percentage charge previously paid to the Public Works Department for the supervision, by the establishment under its control, employed on mixed duties, of the Military Works expenditure.

The transfer has consequently resulted in largely increased expenditure by the State, and a large portion of the increase falling on Provincial funds, its means of providing for urgently necessary Civil requirements, in the shape of civil buildings, and the improvement of communications, have been crippled to the extent of the loss.

The explanation lies in the fact that the duplication of establishments causes increased expense under both heads, and that economy is only to be effected by the concentration of work, and not by its separation into different branches, each requiring separate establishments for its control and supervision.

19. The total outlay under all heads, including Irrigation, during the year, amounted to Rs. 89,40,649; of this Rs. 71,63,307 were expended on works and repairs, and the establishment charge thus amounted to 24·9 per cent., as compared with 26·3 per cent. in 1889-90. Omitting the Barrack Department outlay, which necessarily comprises a large share of establishment in proportion to expenditure on supplies, and also omitting Irrigation establishment and outlay, which must be disregarded unless the revenue is also taken into account, the comparison stands as follows:—

	Rs.
Outlay on works and repairs	50,47,464
Cost of establishment	11,53,329
Percentage	22·8

The percentage in 1889-90 was 24·2, and in 1888-89, 25·6. These figures are satisfactory and compare very favorably with the results in other parts of India.

20. For facility of comparison the following statement is given, showing the outlay on works and repairs by Executive Divisions during the year:—

Divisions.	Executive Charges.	Area in square miles.	Outlay on Works and Repairs, 1890-91.						
			Provincial.		Local.	Imperial.			Total.
			Civil Works including Contributions.	Irrigation.		Military.	Civil Works.	Irrigation.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Superintending Engineer, Northern Division.	Executive Engineer, Presidency	...	8,57,187	...	...	9,302	53,084	...	9,19,573
	Architectural Executive Engineer and Surveyor.	...	...	...	...	...	...	...	...
	Executive Engineer, Ahmedabad (including Bhuj).	3,821	3,63,402	...	3,42,154	37,290	22,860	18,363	7,84,069
	Do. Surat and Broach ...	3,115	1,27,076	...	99,773	3,219	2,001	8,048	2,40,117
	Do. Kaira and Panch Mahâls .	3,221	69,555	...	99,679	3,666	3,259	1,687	1,77,846
	Do. Thâna	4,242	1,63,485	...	1,13,944	513	4,958	...	2,82,850
	Total...	14,399	15,80,655		6,55,550	53,990	86,162	28,098	24,04,455
Chief Engineer, Central Division.	Executive Engineer, Poona District	5,347	2,46,659	...	45,944	16,405	8,558	...	3,17,566
	Do. Poona Irrigation		391	..	105	3,470	...	86,347	90,313
	Do. Nira Canal ...		...	...	...	...	...	1,92,418	1,92,418
	Do. Nâsik	5,940	86,497	...	34,759	...	1,253	8,785	1,31,294
	Do. Ahmednagar	6,666	1,15,869	...	65,974	57,418	89	11,549	2,50,699
	Do. Khândesh	9,943	1,60,956	...	1,16,367	4,715	2,105	...	2,84,143
	Do. Khândesh Irrigation ...	...	...	...	27,879	...	...	38,057	65,936
	Do. Sholâpur	4,521	47,759		41,085	89	317	31,838	1,21,088
	Total ...	32,417	6,58,131	...	3,32,113	82,097	12,322	3,68,994	14,53,657
Chief Engineer, Southern Division.	Executive Engineer, Sâtâra	4,987	1,85,897	...	69,839	24,981	10,561	46,461	3,37,739
	Do. Bijâpur	5,757	88,348	...	26,379	...	862	1,718	1,17,307
	Do. Belgaum	4,656	1,69,759	2,16,198	46,902	22	1,255	284	4,35,051
	Do. Dhârwâr	4,534	1,43,013	...	72,495	614	648	...	2,15,799
	Do. Dhârwâr Irrigation ...	...	...	...	978	...	...	26,771	28,723
	Do. Kânara	3,910	1,12,238	...	12,669	...	6,689	10	1,31,806
	Do. Ratnâgiri and Kolâba ...	5,418	1,68,247	...	76,599	185	12,464	191	2,57,686
	Total ...	29,262	8,67,502	2,16,198	3,05,861	25,802	32,199	76,409	15,23,911
Superintending Engineer in Sind.	Executive Engineer, Eastern Nâra	3,500	5,581	...	1,523	...	359	1,30,673	1,38,136
	Do. Fuleli Canals	3,387	19,868	...	...	...	10	2,11,001	2,30,879
	Do. Hyderabad Canals ...	5,660	39,168	...	4,186	...	1,212	2,03,285	2,47,851
	Do. Karâchi Canals	6,865	50,504	...	5,322	—54	10,549	1,67,214	2,33,526
	Do. Ghâr Canals	3,800	4,349	...	16,208	...	77	1,53,420	1,74,044
	Do. Western Nâra... ...	...	7,239	...	11,702	...	81	2,69,454	2,88,479
	Do. Begâri Canals... ...	2,514	12,733	...	11,778	...	391	1,82,616	2,07,516
	Do. Shikâ pur Canals ...	3,700	62,262	...	4,822	...	5,905	91,190	1,63,985
	Total ...	29,426	2,01,694	...	55,339	—54	18,579	15,08,859	16,84,416
Chief Engineer, Western Defences Command, Military Works.	Executive Engineer, Aden	...	36,546	...	...	...	41,808	...	78,354
	Total ...	...	36,546	...	...	...	41,808	...	78,354
	Add—Outlay by Civil Officers ...	...	5,059	...	...	...	8,956	4,499	18,514
	Total ...	...	33,40,587	2,16,198	13,48,863	1,61,355	1,99,987	19,86,358	71,63,307

21. The Revenue realised in the Public Works Department, as compared with the previous two years, was as follows:—

	1888-89.	1889-90.	1890-91
Imperial.	Rs.	Rs.	Rs.
XXXI.—Military Works	93,538	1,11,946	26,097
XXIX.—Irrigation Major Works ...	4,48,400	4,37,004	4,32,498
XXV.—Irrigation Minor Works and Navigation	1,62,818	1,79,674	1,87,483
Provincial.			
XXXII.—Civil Works	7,75,904	7,91,418	8,12,475
XXX.—Irrigation Minor Works ...	.....	10,471	10,406
Grand Total ...	14,80,660	15,30,513	14,68,959

Only direct receipts credited to, and accounted for, in the Public Works Department are included. The decrease is in Military Works receipts transferred to the Military Works Department accounts.

22. The receipts under Civil Works comprise principally the receipts from Public Works tolls. As compared with the previous year, there was a net increase in the total under this head of Rs. 21,057, made up principally of an increase of Rs. 3,440 under rents of buildings, Rs. 2,597 under sales of produce, Rs. 14,508 under tolls, and Rs. 19,961 under fines, refunds and miscellaneous, which was counterbalanced by a decrease of Rs. 6,919 under sales of buildings, Rs. 9,357 under sales of old materials, and Rs. 3,469 under collections under the Highway Act.

23. The toll revenues, including receipts under the Highway Act, in the three years were:—

	Rs.
1888-89	6,34,126
1889-90	6,32,591
1890-91	6,43,629

24. Details of the principal works in progress, or completed during the year, will be found under the several heads and sub-heads.

I.—CIVIL BUILDINGS.

I.—IMPERIAL SERVICES.

25. The expenditure under this head was Rs. 2,42,689, subdivided as under:—

	Rs.
Original Works	1,21,529
Repairs	78,436
Establishment	40,130
Tools and Plant	2,594
	2,42,689

1.—FOREST.

26. The three new Forest Stations, each consisting of two rooms 12′ × 10′, and two 12′ × 8′, with bath-room 8′ × 8′, and front verandah 5′ wide, at Shirpunje, Tale, and Koltemhbe, in the Ahmednagar Collectorate, as well as the re-building of the hirda depôt at Fopsandi, described in the last report, were completed during the year, at a cost of Rs. 2,375, Rs. 2,562, Rs. 2,303 and Rs. 2,378, respectively.

2.—CUSTOMS.

27. Provision was made in the budget for commencing the construction of a Branch Custom House, Bombay, near the Prince's Dock, but no expenditure was incurred, and the grant was re-appropriated, as it was decided to alter the designs, and their revision was delayed pending consideration of whether other departments of the Custom House may not be accommodated in the proposed building.

28. A new Custom House was constructed at the Keti Bandar, in the Karáchi Collectorate, at a cost of Rs. 2,455.

3.—SALT.

29. The new office for the Daroga at Shirode, in the Ratnágiri Collectorate, commenced in the previous year, was completed at a total cost of Rs. 4,266; but compensation for land has yet to be paid. A new office at Máhim, for the Assistant Collector of Salt Revenue, Thána Range, was under construction, and the expenditure on it amounted to Rs. 4,963 to the close of the year; a building for the Náka office at Malawni, in the Thána Collectorate, for weighing and checking salt passing along the Malad and Merwa road, was commenced, and Rs. 1,200 expended out of a sanctioned estimate of Rs. 3,158; a Sarkárkún's office at Malekhind, near Karanja, in the same Collectorate, was also commenced and made fair progress; the expenditure during the year having been Rs. 6,310, against the estimate of Rs. 8,836. A pier, preventive office, and weighing-shed at Sánikatta, in the Kánara Collectorate was also taken in hand, and an outlay of Rs. 5,891 incurred against the sanctioned estimate of Rs. 14,626.

30. Provision was made in the budget for constructing sluices to the embankments of the salt pans at Dhárásna, in the Surat Collectorate, but, as mentioned in the last report, it having been decided in the Revenue Department that the work should be postponed, this amount, like the provision of Rs. 5,000 in the previous year, was re-appropriated to other works.

5.—MINT.

31. The work of additions and alterations to the Assay Office, described in the last report, was completed at a total cost of Rs. 37,779; and a sum of Rs. 2,000 was expended by the Mint Master in providing accommodation for a new 50 horse-power engine under supply from England, the estimated cost of the work being Rs. 4,000.

6.—POST OFFICES.

32. The General Post Office at Bombay was provided with fittings for extinguishing fire, at a total cost of Rs. 7,576. The combined Post and Telegraph Office at Bijápur commenced in 1889-90, was completed during the year, at an outlay of Rs. 8,428; and certain additions and alterations to the Post Office at Kirkee were carried out, the expenditure on which during the year was Rs. 5,949.

7.—TELEGRAPH.

33. An additional shed in the store-yard at Wari Bandar, Bombay, commenced in the previous year, was completed at a total cost of Rs. 13,289. The only other important work was a new Telegraph Office at Mahábaleshwar, which was commenced and completed during the year, the expenditure being Rs. 10,161, against the sanctioned estimate of Rs. 11,058.

8.—ADMINISTRATION.

34. Additional accommodation being needed in the Paper Currency building at Bombay, for storing cancelled notes, a room was constructed over the strong room, at an outlay of Rs. 5,762. A record-room and some additions to the tent-room of the Residency buildings at Baroda, the total estimated cost of which amounts to Rs. 4,213, were commenced, and Rs. 981 expended in collecting materials.

SOMÁLI COAST WORKS.

35. The grants sanctioned by the Government of India for works on the Somáli Coast were:—

	Rs.
For 12 Original Works	37,567
„ 13 items of Repairs	12,420
Total ...	49,987

and the principal works carried out during the year were as follows:—

36. CUSTOMS.—A Custom-house, 51′ × 19′, with concrete foundations, rubble masonry plinth and superstructure, teak doors and windows, and terraced roof, was commenced and completed at Bulhar, at a cost of Rs. 4,336.

37. JAILS.—A jail, 51′ × 19′, of much the same construction as the custom-house, except that iron girders are used in the roof, and the windows are all planked and barred, has been commenced and completed at Bulhar, at an outlay of Rs. 5,216. This building can be flanked by musketry fire from bastions at the corners.

38. A small jail was commenced at Zaila towards the close of the year, the sanctioned estimate for which is Rs. 2,536.

39. POLICE.—Police Lines, in three blocks, to accommodate 52 men, were completed at Berbera, at an outlay of Rs. 9,530, against sanctioned estimates amounting to Rs. 10,432.

40. Two blocks of Police Lines, to accommodate 17 families each, were commenced and completed at Zaila, at an outlay of Rs. 4,752, against the sanctioned estimate of Rs. 5,370.

41. WATER-SUPPLY.—A masonry reservoir, 63'×21', and a line of piping, 3,140 feet long, for supplying the native town of Berbera with water, was completed at a cost of Rs. 7,125; and three settling tanks were in course of construction at Dubar, the estimated cost of which is Rs. 2,100, and the outlay about Rs. 1,000.

42. HARBOURS AND NAVIGATION.—A pier ware-house, of masonry pillars, and corrugated iron sheet roof, for the storing of goods, was commenced and completed at Zaila, of which the sanctioned estimate was Rs. 3,181, and the outlay Rs. 2,675.

43. MISCELLANEOUS.—The Takusha causeway was commenced, with a view to act as a bund to protect the town of Zaila, but unfortunately, unprecedentedly high winds and tides have so damaged the natural formation which was to have formed the basis of the causeway, that the work has, it has been reported, been abandoned.

44. Bunds to protect the town of Berbera, of earth with stone pitching, were in progress, and will be completed early in the ensuing year. The sanctioned estimate was Rs. 7,973, and the expenditure has been about Rs. 5,000.

II.—PROVINCIAL SERVICES.

45. The expenditure from Provincial Funds and Local Funds, and Contributions, under this head (and including the outlay on Forest and Customs buildings), was Rs. 25,50,532, sub-divided as under:—

	Rs.
Original Works	...16,20,384
Repairs	... 3,84,434
Establishment	... 5,14,022
Tools and Plant	... 31,692
	25,50,532

12.—ADMINISTRATION.

46. Mámlatdárs' kacheris, on the standard plan, were completed at Murbád in the Thána Collectorate, Sháháda in the Khándesh Collectorate, Indi in the Bijápur Collectorate, and Koregaon in the Sátára Collectorate; and were commenced and are in progress at Kalyán in the Thána Collectorate, Bárámati in the Poona Collectorate, Erandol in the Khándesh Collectorate, and Igatpuri in the Násik Collectorate; and additions and alterations were carried out to the Mámlatdár's kacheri at Párdi in the Surat Collectorate, and to that of the Daskrohi Mámlatdár at Ahmedabad.

47. Mahálkaris' kacheris were completed at Bhatkal in the Kánara Collectorate, and at Shirala in the Sátára Collectorate; and a kacheri was commenced and is in progress at Dhond in the Ahmednagar Collectorate.

48. In Sind, the Mukhtyárkar's kacheri at Badin, in the Hyderabad District, mentioned in the last report, was completed; and additions and alterations were carried out to the Mukhtyárkarate at Tando Alahyár.

49. New roofs, consisting of iron girders or rails, T iron rafters carrying tiles set in lime and mud-plastered, have been constructed to the following buildings, at a total cost of Rs. 21,257:—District Bungalow at Mirpur Khas, Kardarate at Shikárpur, and Barracks Nos. 21, 22, and 23 at Sukkur, used as Collector's kacheri and treasury, and Huzúr Deputy Collector's office. The latter three buildings have also been provided with doors and windows at a cost of Rs. 3,436.

50. Record accommodation has been provided for the Mámlatdár's kacheri at Ahmednagar, the Collector's kacheri at Belgaum; at the Mukhtyárkarates at Moro, Nausháhro, and Tando Mahomed Khan in the Hyderabad Collectorate, and at the Kardarate at Khairpur in the same Collectorate.

51. The building for the State and Alienation Records at Poona, mentioned in the last and previous reports, has been nearly completed during the year, the tower and enclosure wall only remaining to be finished. The outlay to the close of the year was Rs. 1,40,082, against the sanctioned estimate of Rs. 1,44,665.

52. The new Revenue Offices at Broach, as described in the report for 1887-88, have been practically completed, at a total cost of Rs. 55,405, against the sanctioned estimate of Rs. 57,078. Of the additional accommodation subsequently sanctioned, the stabling has been delayed, owing to a difficulty in regard to site.

53. In connection with Government Houses, at Ganeshkhind, Poona, extra permanent stabling, to replace temporary stabling, has been constructed at a cost of Rs. 9,127. The additional accommodation provided consist of 16 loose boxes, two coach-houses, one saddle room, and one fodder room.

54. Permanent barracks at Mahabaleshwar for the Band Master, Serjeant Major, 4 Serjeants, and 6 married and 15 single men of His Excellency the Governor's Band were commenced, and completed sufficiently to be ready for occupation during the year. The Band has hitherto been accommodated in tents, which having been in use since 1865, had suffered so much from wear and tear, as to render the provision of new equipment necessary. The cost was estimated at not less than Rs. 10,000, while the average annual expense of their carriage to and from Poona, and of their repairs, was Rs. 1,700. Allowing Rs. 400 per annum for repairs to the permanent barracks, there will thus be a saving in annual outlay of Rs. 1,300, or 4⅓ per cent. on the difference, Rs. 29,782, between the cost of the barracks (Rs. 39,782) and of purchasing new tents, and in addition, besides adding much to the comfort of the men, and the families of the married men, there will, in future, be no recurring outlay for renewing tents.

55. The additions to the Commissioner's Press at Karáchi, described in the past year's report, have been completed at a cost of Rs. 4,023; and an engine-house has been added at a cost of Rs. 873.

56. Under Political buildings, the additions and alterations to the Political Agent's Office at Sádra, described in the last report, were completed at a cost of Rs. 4,305; in addition to which record stands were provided, which cost Rs. 1,333. Officers' quarters at Wajiriya in the Sankheda Mewas, and a bungalow at Jalodra in the Wajiriya State, estimated to cost Rs. 2,952 and Rs. 2,766, respectively, were put in hand during the year, the cost being provided from State Funds.

57. The work of converting the old bungalow buildings at Belikeri, in the Kánara Collectorate, into a District Bungalow, was put in hand during the year, and Rs. 1,011 spent, chiefly in collecting materials and demolishing certain of the buildings. Additions and alterations were carried out to the Assistant Collector's Bungalow at Mehar, in the Shikárpur Collectorate; and special repairs, estimated to cost Rs. 4,379, to the Assistant Collector's Bungalow at Tando Mahomed Khan in the Hyderabad Collectorate, were in progress.

58. Under Distillery buildings, the new Distillery buildings at Surat, commenced in the previous year, were nearly completed, the total outlay to the close of the year being Rs. 1,00,362, against the sanctioned estimate of Rs. 1,01,376. Quarters for the A'bkári Police at the Mundhwa Distillery have been provided, and Rs. 2,491 expended thereon up to the close of the year. At the Distillery at Dhúlia, in the Khándesh Collectorate, the works of painting, and fixing lightning conductors, were completed, and the fencing of the compound was in progress. The total outlay to the close of the year was Rs. 1,07,337, against the sanctioned estimate of Rs. 1,08,120. A residence for the Assistant Supervisor of Distilleries at Uran, estimated to cost Rs. 6,582, was in progress, and Rs. 3,976 expended during the year.

59. Provision was made in the Budget for the construction of distilleries at Sirsi in the Kánara Collectorate, and Godhra in the Panch Mahál Collectorate; but both works were postponed, it being still a question whether large central distilleries should be erected at those stations, and the amounts were re-appropriated to other works.

60. Provision was also made for extensive additions to the Collector's Office at Dhárwár, but revised proposals having been submitted, revised plans and estimates were called for, and the amount reappropriated to other works.

13.—MINOR DEPARTMENTS.

61. Under this head, Rs. 6,166 were spent during the year on the conservation of old buildings at Bijápur, including compensation to the Mujawars of the Gol Gumbaz. Special repairs were also carried out to two of the ancient buildings, the Gol Gumbaz and the Mehter Mahal, at an outlay of Rs. 4,530.

62. At Ahmedabad, a plain stone compound wall to the Rani Sipri's Musjid, has been constructed at a cost of Rs. 1,300; the repairs to the Syad Oosman's Roza, which remained unfinished at the close of the past year, have been completed at an outlay of Rs. 1,592; estimates for repairs to three other buildings, aggregating Rs. 1,781, have been prepared and are under consideration; and repairs amounting to Rs. 591, have been executed to the Futteh Musjid, Malik Allum's, &c., from the amount placed at the disposal of the Collector of Ahmedabad. No expenditure was incurred in connection with the eviction of squatters during the year, as the necessary powers have only recently been obtained by the Collector.

63. A statement is appended to this report showing the actual expenditure incurred on the preservation of Buildings of historical and architectural interest, from 1887-88 to 1890-91.

14.—LAW AND JUSTICE.

64. Under this head, at Bombay, the drainage of the High Court Building being defective, it was proposed to remodel it, and an estimate, amounting to Rs. 8,162, was accordingly prepared and sanctioned. The work was undertaken, and an expenditure of Rs. 6,206 incurred to the close of the year.

65. Under District Judges' Courts, certain minor works which remained to be done at the Court House for the District Judge at Kárwár at the close of the past year, were finished during the year, and the whole Court-house, with out-buildings, completed at a total cost of Rs. 28,235; and additions and alterations, estimated to cost Rs. 4,212, were in progress at the Court-house at Broach, and an outlay of Rs. 2,770 incurred.

66. New Subordinate Judges' Court-houses, on the standard plan, were completed at Háveri in the Dhárwár Collectorate, at a cost of Rs. 17,193, and at Shirpur in the Khándesh Collectorate at a cost of Rs. 16,254; and were in progress at Dhandhuka in the Ahmedabad, Málegaon in the Násik, and Málvan in the Ratnágiri Collectorates. A new Court-house was commenced at Sujáwal, in the Karáchi Collectorate, and Rs. 9,997 expended during the year, against a total estimated cost of about Rs. 14,500. Additions and alterations to the Court-houses at Godhra and Dohad, in the Panch Maháls Collectorate, were also sanctioned, and were in progress at the close of the year. The additions in both cases consisted of a detached building containing two rooms, one for karkuns, and the other for records, a witness shed, a shed for cattle, and a latrine of two seats, the estimated cost of which is Rs. 3,950.

67. A provision of Rs. 8,000, made in the Budget for a Subordinate Judge's Court-house at Kalyán, in the Thána Collectorate, was re-appropriated to other works, pending revision of the standard plan of Court-house, which was under consideration.

68. Sanction was given, late in the year, for the purchase of 3 bungalows at Rohri, belonging to the North-Western Railway, at a cost of Rs. 10,500, for use as a Court-house and residence for the Subordinate Judge; and plans and estimates of the alterations necessary to adapt them for the purpose were called for.

15.—ECCLESIASTICAL.

69. No works of importance were carried out under this head.

70. Some additions to the new Church of the Holy Trinity on the Esplanade, Bombay, which was completed in the past year, were carried out, at a cost of Rs. 1,636, from the unexpended balance of the contribution, thus raising the total expenditure on this Church to Rs. 29,674.

71. Proposals for new quarters for the Chaplains at Byculla and Colába, and for improvements to the cemetery at Devláli, were under consideration.

16.—JAILS.

72. The record under this head is usually one of comparatively unimportant additions to the existing jails, but the year under report marks a very important step in the improvement of prison accommodation, no less than three projects for large new central jails, in different districts, having been either actually begun or advanced to a stage to admit of their early commencement.

73. The Budget programme comprised in all four projects; the first was for a new jail and workhouse at Bombay; the second for a new central jail for Gujarát, at Ahmedabad; the third the conversion of certain buildings at Ahmednagar into a subordinate and civil jail; and the fourth and last was a new central jail for Sind, at Hyderabad.

74. The project for a new jail and workhouse, Bombay, is a very large one, and contemplates the construction in Bombay of new buildings for criminal and civil prisoners of all classes, whose sentences do not exceed six months, and a workhouse for paupers and vagrants —and to thus entirely replace the existing Common Jail at Umarkhádi, and House of Correction at Byculla. The report of last year records that a site at Parel had been acquired; and in the year under report its purchase was completed. Complete detailed plans and estimates for the new jail were prepared, but by the end of the year they had not got beyond the stage of consideration by the several departments and officers concerned, so that no progress with the construction was made. In these circumstances a detailed description of the project will be deferred until next year's report.

75. The designs for a new central jail for Gujarát received a large amount of attentive consideration. The plans were thoroughly revised, in communication with the Sanitary, Engineering and Jail authorities, on the most recent approved principles, and the work was ultimately taken in hand on 1st October 1890. The site determined upon is situated on the right bank of the Sábarmati river, opposite Ahmedabad, about 200 yards south-west of

the Sábarmati Station on the B. B. & C. I. Railway. The total area is 240 acres, of which 39 acres are included in the jail enclosure, and the balance will be mainly devoted to a jail garden and farm. The general design for the jail consists of a rectangle, 1,693′ × 1,009′, which is to be enclosed by a masonry wall, 15 feet high, with an entrance in the centre of the east wall, for access into the enclosure. Inside the enclosure there are to be two octagons, containing wards, worksheds, solitary cells, &c., on the radiating principle, for 794 male prisoners. The sleeping barracks are designed to take 32 occupants, giving to each not less than 50 square feet, with a minimum of 5 feet wall space. There are also two enclosed rectangles for 40 female prisoners, 30 untried prisoners, and 7 European prisoners. Besides this there are subsidiary buildings, including hospital, contagious diseases ward, mortuary, store-room, cook-room and offices. The accommodation is for 871 prisoners, as follows:—

Males, including 20 untried	804
Females „ 10 „	50
Juveniles...	10
Observation ward and cells for Europeans	7
	871

This excludes solitary cells for 8 males and 4 females, and the hospital accommodation, which is provided for 4 females and 26 males, excluding the contagious ward, which has room for 4 beds.

Outside the main enclosure wall are quarters for superintendent, deputy superintendent, matron, clerks, guard, apothecary, and warders. The total estimated cost of the whole project is Rs. 5,41,714, which includes Rs. 20,000 for water-supply, and Rs. 19,200 for land compensation. During the year the following buildings in connection with the jail have been completed:—Deputy Jailor's quarters, guard-room, matron's quarters, hospital assistant's and clerks' quarters, warders' quarters, Block A. In addition to the above the excavating and filling concrete in foundations of all buildings in the two octagons have been completed, and 4 barracks for males are up to plinth level. The excavating of foundations for hospital, contagious diseases ward, and two blocks of warders' quarters, have also been finished, and those for the main enclosure wall are in progress. The allotment for the year was Rs. 1,00,000, and the expenditure has been Rs. 86,704, which includes Rs. 9,298 on account of compensation for land. Jail labour is being employed as far as desirable.

76. In 1887 it was decided to abolish the District Jail at Ahmednagar, and substitute a subordinate jail; the Yerrowda Central Jail being constituted the District Jail for Ahmednagar. This led to changes in the appropriation of certain of the buildings; the former district jail, excluding the hospital, it was decided to convert into quarters to accommodate all the city police and the portion of the táluka police at head-quarters, who previously had to find their own quarters: the jail hospital, and piece of land adjoining, to dispose of by sale to the municipality, to be converted into a municipal hall; the former civil jail to be converted into a criminal (subordinate) jail; and the former civil hospital, which has been replaced by a new structure, to be converted into a civil jail and record-room for the District Judge. The police lines project is dealt with in this report under the head Police. The work of converting the former civil jail into a criminal jail was completed during the year, at a total cost of Rs. 18,209: it provides accommodation for 50 prisoners.

77. A project of a similar character was sanctioned, during the year, for converting a portion of the former district (now subordinate) jail at Sátára into lines for the city police. Funds were provided by re-appropriation, the estimated cost being Rs. 19,556, of which Rs. 6,142 is for alterations to separate the portion of the premises reserved for the jail from that to be devoted to the police. These alterations were nearly completed, the expenditure during the year having been Rs. 4,288. The jail accommodation is for 78 prisoners, viz., two blocks for 66 males, one block for 4 females, and two blocks for 8 under-trial prisoners.

78. The project for a new central jail at Hyderabad, Sind, was first taken into consideration in 1885, when plans for a jail to hold 800 prisoners were called for. Financial and other considerations delayed sanction to the project then prepared, but the Jail Commission of 1888 having written in very condemnatory terms of the present jail, and recommended the erection of a new jail on sounder principles, the project was revived, and provision was made in the Budget, 1890-91, for commencing the construction. The project was under consideration simultaneously with that for the Ahmedabad jail, and the designs were ordered to be revised on the same principles. The commencement of the work was delayed, however, owing to the question of site being unsettled. This matter was, in the first place, referred for the consideration of a Committee, and subsequently to the Military authorities, the site recommended by the Committee being within cantonment limits. The reply of the Military authorities on this point was received just before the close of the year. A description of the scheme will be given in the report for next year.

17.—POLICE.

79. Considerable progress was made with the scheme, which has been in hand for some years, for the provision of suitable quarters for the District Police. The Budget Estimate

of the year included provision for an outlay of Rs. 1,50,000 for this purpose, of which Rs. 59,086 was for buildings commenced in the previous year, Rs. 82,270 for new quarters at 8 different places, and Rs. 8,644 for minor works. This programme underwent some modification and extension: the project for lines for the Cantonment Police at Poona was deferred, and that for permanent lines at Jaykheda, in Násik, was abandoned. On the other hand, projects for lines at 14 other places were added, and the programme, as thus modified, provided for an expenditure of Rs. 1,88,512 in all, on additional accommodation for the Police throughout the Presidency, as follows:—

	Number of men to be accommodated.
New Lines	676
Additions to old Lines	6
Adaptation of buildings	209
Total ...	891

The actual progress in detail will be ascertained from the following statement:—

District.	Station.	Nature of work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
Bijápur	Bijápur ...	Town Police Lines	60	18,197	10,166	In progress.
Do.	Shindgi ...	Police Lines	16	4,621	3,486	Completed.
Do.	Indi	Do.	19	7,896	6,696	In progress.
Do.	Bilgi	Do.	9	2,541	1,581	Completed.
Dhárwár... ...	Shiggaon ...	Do.	21	5,273	4,742	Do.
Khándesh ...	Jamner ...	Do.	7	2,060	890	In progress.
Do.	Do. ...	Do. (additional)	9	2,810	595	Completed.
Do.	Dhadgaon ...	Do.	12	3,808	2,446	In progress.
Do.	Erandol ...	Do.	17	4,929	3,985	Completed.
Do.	Chalisgaon ...	Do.	17	5,144	2,565	In progress.
Ahmednagar ...	Ahmednagar .	Conversion of Jail into lines for City and Táluka Police	86	12,431	12,282	Completed.
Násik	Násik ...	Lines for the City Police	50	20,606	3,417	In progress.
Do.	Igatpuri ...	Police Lines	17	6,423	4,348	Do.
Do.	Do. ...	Guard-house, Tulligate	5	3,256	865	Do.
Do.	Do. ...	Treasury guard-rooms, &c., for the Mámlatdár's Kacheri	7	2,709	449	Do.
Surat	Válod ...	Additions and alterations to the Police Lines...	6	3,859	141	Completed.
Broach	Anklesvar ...	Police Lines	26	7,694	5,741	Do.
Do.	Jambusar ...	Do. (additional)	10	3,054	869	Do.
Ratnágiri ...	Nágothna ...	Do.	20	5,681	4,663	In progress.
Do. ...	Mandangad ...	Do.	18	4,684	771	Completed.
Kaira	Godhra ...	Do.	50	12,265	6,640	Do.
Do.	Nadiád ...	Do.	66	20,105	4,491	In progress.
Panch Mahals ..	Jhalod ...	Do.	10	2,453	1,933	Do.
Sátára	Koregaon ...	Lines for the Táluka Head-quarter Police	20	5,530	4,370	Do.
Do.	Do. ...	Lines for the Treasury Guard at the Mámlatdár's Kacheri	7	2,198	2,002	Do.
Do.	Sátára ...	Conversion of a portion of the old Jail into quarters for the City Police	71	13,414	10,675	Do.
Sholápur ...	Ropla ...	Police out-post	6	1,952	1,604	Completed.
Do.	Pulej ...	Police Lines	5	1,616	1,564	Do.
Do.	Karkamb ...	Do.	9	2,861	2,759	Do.
Bombay	Dádar ...	Purchase of land for Police Station..	...	30,262	3,802	Do.
Do.	Bombay ...	19 wooden moveable chaukis affording accommodation for Police night-guards	...	7,334	5,539	Do.
Do.	Do. ...	Compensation for land and building standing thereon, taken up for Police Station at New Nágpada ..	...	5,000	5,000	Do.
Karáchi	Keti Bandar .	Police Lines	7	1,864	1,951	Do.
Hyderabad ...	Hyderabad ...	Two additional pendalls for Police and guard-room, &c.	36	7,392	7,308	Do.
Do. ...	Badin ...	Police Lines	21	8,267	3,558	Do.
Shikárpur ...	Sukkur ...	Do.	50	18,416	11,166	In progress.
Do. ...	Do. ...	Station House, Inspector's Office and Lock-up	2	6,032	4,837	In progress.
Thar and Párkar.	Umarkot ...	Police Lines at Head-quarters ...	44	10,638	1,381	Completed.
Do. ..	Samara ...	Police Thána with subsidiary buildings	3	2,180	700	In progress.
Upper Sind Frontier	Jacobabad ...	Conversion of jail into Police quarters...	50	5,343	4,444	Completed.
Do. ...	Do. ...	Adapting the old Civil Hospital building for quarters for the Inspector and Chief Constable of Police	2	2,116	1,386	Do.
		Totals ...	891	2,94,914	1,57,808	

Note.—The difference, Rs. 30,704, between the revised grant, Rs. 1,88,512, and outlay of the year shown in this statement, Rs. 1,57,808, is due to lapses on grants for several works, discretionary grant placed at the disposal of the Inspector-General of Police, and to minor works, which may have been carried out ut are not mentioned in the statement.

80. At Bombay 19 moveable wooden chaukis for Police night guards were constructed, at a cost of Rs. 5,539; and two sums of Rs. 3,802 and Rs. 5,000 were paid during the year for land acquired for Police quarters at Dádar, and for the Police station at New Nágpada.

81. The Police Lines at Godhra, for 50 men, commenced late last year, were completed at a cost of Rs. 10,207, against the estimate of Rs. 12,265.

82. The Police Lines at Nadiad, providing accommodation for 66 men and 3 horses, were sanctioned late in the year, and Rs. 4,491 were spent during the year in filling in foundations with concrete and collecting materials.

83. Quarters were commenced for the Násik City Police, to accommodate 50 men. The lines are arranged in two rows, placed 50 feet apart, each block containing 24 rooms, 10′ × 10′, for the men, and one room, 12′ × 10′, for the head constable, with bath-rooms and latrines in separate out-buildings. The whole site is enclosed with barbed wire fencing on one, and aloe hedges on the remaining sides, wickets and gates, with slab drains to pass drainage, &c. The project was sanctioned in January 1891, the estimated cost being Rs. 20,606, and the expenditure during the year was Rs. 3,417.

84. The old Criminal Jail at Ahmednagar has been converted (see under "Jails") into quarters for the City and Táluka Police, at a cost of Rs. 12,282.

85. In connection with the project described under "Jails," the conversion of a portion of the old Jail at Sátára into quarters for the City Police, was sanctioned during the year, at an estimated cost of Rs. 13,414, and Rs. 10,675 expended up to the close of the year.

86. The Town Police Lines for 60 men at Bijápur, and for 19 men at Indi, were approaching completion, the outlay on these works during the year was Rs. 10,166 and Rs. 6,696 respectively.

87. The new station house, Inspector's office, and Lock-up at Sukkur, commenced in the past year, was in progress during the year, and the total expenditure to the close of the year was Rs. 5,927, against the sanctioned estimate of Rs. 6,032.

88. Police Lines for 50 men at Sukkur were in progress. Forty-two rooms, 10′ × 10′, and eight, 12′ × 10′, with 7 feet verandahs, have been built in different places within Sukkur municipal limits. Foundations and plinth are of burnt brick and mud, walls kacha mud plastered, roof of iron rails, iron rafters, brick tiles and mud plaster. Doors and windows are plain planked of deodar. The estimate was Rs. 18,416, and the expenditure of the year has been Rs. 11,166.

89. The new Police Lines at Badin were completed during the year, at a total cost of Rs. 8,254, against the estimate of Rs. 8,267.

90. A sum of Rs. 1,381 was spent in completing the Mounted Police Lines at Umarkot.

91. The old Civil Hospital building at Jacobabad has been adapted for quarters, for the Inspector and Chief Constable of Police, at a cost of Rs. 1,386; and the Jail and old Post Office into Police quarters, the expenditure incurred being Rs. 4,444.

92. A guard-room was completed at Hyderabad; and quarters for guards, one at the Tulligate, and the other at the Treasury, were under construction at Igatpuri in the Násik Collectorate; and a Treasury guard-room was completed at Keti Bandar in the Karáchi Collectorate.

93. Additions and alterations were carried out to the Police Lines at Válod in the Surat Collectorate, and at Johi in the Karáchi Collectorate.

94. Quarters for the Police Inspector at Wádia in the Rewa Kántha, were commenced during the year. The estimated cost is Rs. 2,779, and will be met from the Rewa Kántha Police Fund.

18.—EDUCATIONAL.

95. The progress with educational buildings, the cost of which is wholly a provincial charge, was as follows:—

96. *Elphinstone College, Bombay.*—The new residential quarters for students under erection on the Esplanade, described in last year's report, were completed during the year, at a total cost of Rs. 87,898.

97. *Sir Jamsetji Jijibhoy School of Art, Bombay.*—The building for the Reay Art Workshops, described in last year's report, was completed at a total cost of Rs. 37,341.

98. *College of Science, Poona.*—The buildings, &c., for the new Bacteriological Laboratory, described in last year's report, were completed, as well as the following additional works—a block of servants' quarters, an improved *post-mortem* room, a retiring-room for the Bacteriologist, a gate-keeper's hut, incinerators, large and small, water troughs, dog kennels, rabbit hutches, water-supply to the several buildings and enclosures, a light tramway connecting cattle enclosures, the *post mortem* room, and the large incinerator, a carriage-drive, and certain other minor alterations. The expenditure incurred has been Rs. 21,820, against the sanctioned estimate of Rs. 30,605.

99. Proposals were under consideration for acquiring an additional plot of ground adjoining the College, with a bungalow standing thereon, which, it was proposed, should be used as quarters for the Superintendent of the College Observatory, but the purchase was not effected before the close of the year. The observatory has been named the Takhatsingji Solar Observatory, after His Highness the Thákor Sáheb of Bhávnagar, who has contributed Rs. 6,500 in all towards its establishment.

100. *Training College, Hyderabad, Sind.*—The quarters for the Principal were completed at a cost of Rs. 5,067, and a workshop, consisting of two rooms, 25′ × 20′, over the students' quarters, was nearly completed; also quarters for peons, a bathing platform, &c.

101. *Mahalaxmi Female Training College, Ahmedabad.*—In the report for last year it was mentioned that, after consideration of an alternative scheme for moving this institution to a more open and better site, it had been decided to remove the objections to the present site by purchasing certain adjoining properties. Of these one was acquired in 1889-90, and in the year under report the proposal was completed by the purchase of another plot, measuring about 5,500 sq. yds. The two plots were enclosed during the year by a wall of brick and lime, and new latrines and urinals were built. The expenditure on these additions, and on the purchase of the ground, was Rs. 22,243, against which there was a set-off of Rs. 1,950, realised from the sale of the building on the plot purchased in the previous year. The funds were provided by re-appropriation from savings on other grants.

102. *High Schools.*—Additions to the high school at *Ahmedabad*, estimated to cost Rs. 5,942, comprising a new room, 16′ × 19′, and certain minor alterations, were in progress. A gymnasium for the high school at *Broach*, half the cost of which is to be defrayed by Mr. Darashah Rustomji Dalal, was nearly completed, the expenditure having been Rs. 3,680, against an estimate of Rs. 3,769; the building, which is covered in, measures 50 × 25, and is 18 feet in height. Two wings, each 37′ × 18′, with a verandah 8 feet in width, to increase the accommodation in the high school at *Kárwár*, which were commenced in the previous year, were completed at a total cost of Rs. 4,854.

103. The progress with buildings towards the cost of which Government contributed in the form of a grant-in-aid, and which were under execution by Public Works officers, was as follows:—

104. *Wilson College, Bombay.*—An expenditure of Rs. 4,531 was incurred in completing the out-buildings. The total expenditure on the College buildings, with this addition, amounts to Rs. 1,70,940, and the project is now complete in accordance with the original design. The residence for the Principal, described in the previous report, was completed during the year, at a total cost of Rs. 23,575, the whole of which was met from the College funds.

105. *Bombay Gymnastic Institute, Bombay (The Sir Dinshaw Manockji Petit).*—This building was completed at a total cost of Rs. 13,983, and was opened on the 16th February 1891.

106. *Anjuman-i-Islám School, Bombay.*—This large building, the foundation stone of which was laid on the last day of 1889-90, made some progress; the foundations and plinth were completed, and the superstructure of the ground-floor was nearly completed. The estimate amounts to Rs. 1,34,709, against which an expenditure of Rs. 19,358 was incurred. The building is described in the report for 1889-90.

107. *St. Peter's School, Mázagon, Bombay.*—A building for the residence of the Principal, and dormitories for the boys, in connection with this institution, was commenced, and made considerable progress. The estimate amounts to Rs. 54,616, of which Government contribute a moiety. The building has three floors, and contains liberal accommodation for the masters and boys. The expenditure during the year amounted to Rs. 41,814.

108. *The Framji Dinshaw Petit Laboratory* for scientific medical research in connection with the Grant Medical College, Bombay, the whole cost of which was met from funds contributed by the gentleman whose name it bears, was completed at a cost of Rs. 52,543, leaving Rs. 22,457 to be applied to the purpose of the necessary fittings and apparatus. The building is described in the report for 1889-90. It was formally opened by His Excellency the Governor on the 17th February 1891.

109. The progress with school buildings, the cost of which is defrayed from local funds, under execution by the Public Works Department, was as follows:—

110. School-houses were completed during the year at Mátherán in the Thána Collectorate, for 50 boys, at a cost of Rs. 2,270; at Pangri in the Sholápur Collectorate, for 80 boys, for Rs. 1,249; at Kem in the same Collectorate, for 125 boys, for Rs. 1,473; at Kade in the Ahmednagar Collectorate, for 100 boys, for Rs. 2,405. A school for 300 boys at Umreth, in the Kaira Collectorate, has been nearly completed, the total outlay having been Rs. 6,680, against the sanctioned estimate of Rs. 9,105; the school-house for 171 boys at Betáwad, in the Khándesh Collectorate, was continued and nearly completed as first proposed, but funds for the additional wing, to accommodate 39 boys, having been provided by the Municipality, the extra work was taken in hand, the expenditure to the close of the year being Rs. 4,295. The school-house for 220 boys at Chiplún in the Ratnágiri Collectorate, commenced last year, was in progress, the outlay having been Rs. 8,271. Also

a new school-house for 150 boys at Bhoj in the Belgaum Collectorate, on which the expenditure was Rs. 2,128, against an estimate of Rs. 5,171.

111. An additional building for the municipal school at Jalgaon, in the Khándesh Collectorate, for 120 boys, was commenced, the amount required, Rs. 4,672, having been provided by the Municipality, supplemented by a grant-in-aid from Government. Rs. 2,565 were expended during the year.

112. Certain additions to the Sassoon Industrial and Reformatory Institution at Bombay, comprising a workshop and an open shed, were commenced in the previous year, and completed in 1890-91, at a total cost of Rs. 9,167, the whole of which was contributed by the managers of the Institution.

19.—MEDICAL.

113. Satisfactory progress was made during the year with the several buildings which together constitute the considerable recent extension of the means of medical relief (including nursing), more especially in the presidency town, to which the munificence of private citizens of Bombay has so largely contributed. In addition to the buildings which were in progress during the previous year, the construction of which was completed or advanced, new civil hospitals at Nasik and Aden, additions to the civil hospital at Ahmedabad, and a building for the accommodation of additional nurses at the Sassoon Hospital, Poona, were commenced. Both the last mentioned work, and the enlargement of the Ahmedabad civil hospital, were aided by private benevolence. The original budget programme also made provision for commencing a new civil hospital and medical school at Hyderabad (Sind), which, however, was delayed for revision of the designs, the first set not having met with approval.

114. Considerable attention was given to the subject of the improvement in the accommodation for lunatics at the presidency town: the question of a site for a new asylum had already been reported on by a committee in 1889, but no definite conclusion has yet been come to on the subject, final consideration of which has been delayed for want of funds, as the cost of the new asylum will be heavy. At the end of the year, Government were pleased to accept a munificent donation of Rs. 1,00,000 by Messrs. Harkisandas Narotamdas and Bhagvandas Narotamdas, on behalf of their mother, Bai Putlibai, and themselves, to be applied to the construction of buildings for a new lunatic asylum for females, and the project will, it is hoped, very shortly be taken in hand.

115. At Bombay, the Avabai Bhownaggree Home for pupil nurses, at the Jamsetji Jijibhoy Hospital, towards the cost of which Mr. M. M. Bhownaggree, C.I.E., contributed Rs. 15,699, and which was commenced in the past year, was completed. It provides accommodation for 12 nurses, and was described in the report for 1889-90. The total expenditure to the end of the year was Rs. 25,943, but some payments remained to be made, the entire cost of the building being Rs. 29,513. It was formally opened by His Excellency the Governor on the 17th February 1891.

116. The Sir Dinshaw Manockji Petit hospital for women and children, described in the last report, made good progress: the foundation and plinth were completed, and the ground floor nearly so; the total outlay amounted to Rs. 34,395, against the estimated cost of Rs. 1,13,327.

117. The Bai Motlibai Obstetric Hospital, described in the report for 1888-89, was nearly completed during the year: the total outlay to the end of the year on the main building was Rs. 88,416, against the estimate of Rs. 1,37,657.

118. In connection with these two hospitals, outbuildings, consisting of a cook-room, servants' quarters, sweepers' quarters, and latrines, the total estimated cost of which is Rs. 20,781, were sanctioned, and commenced during the year, and Rs. 4,416 expended.

119. An important addition to these hospitals was commenced and completed during the year, in the shape of a dispensary for women and children, to be called the "Dwarkadas Lallubhai dispensary." Mr. Dwarkadas Lallubhai, in October 1886, placed at the disposal of Government a sum of Rs. 10,000 for building a cholera ward in connection with the Jamsetji Jijibhoy hospital, and a further sum of Rs. 1,000 for furnishing it. Owing, however, to difficulties respecting the site, and the undesirability of perpetuating infectious wards in connection with a general hospital, the gift remained unutilised until 1889, in which year the donor agreed to the fund being utilised in the establishment of an out-door dispensary for women and children. The building was designed by Mr. John Adams, the architectural executive engineer; it contains a receiving room, a prescribing-room, and a dispensary. The building is 45½ feet long by 32 feet broad. The total outlay has been Rs. 8,646.

120. In connection with the new St. George's hospital, Bombay, described in the report for 1888-89, the Lady Superintendent and Sisters' quarters, the cooks' and servants' quarters, the drainage and water-supply and coach houses, &c., were completed during the year, and the large block comprising the new male hospital wards was in progress. The total estimated cost of these buildings is Rs. 5,69,667, and the total outlay to date Rs. 2,40,007.

121. The building for the Bomanji Edalji Allbless Obstetric hospital was reported as completed during 1889-90, but the final payments for the work were made in the year under report, and the supply of furniture was in progress. The total cost of the building is Rs. 59,214.

122. The Jaffer Suleiman dispensary for women and children on the Esplanade, Bombay, in the charge of the Lady Doctors of the Káma Hospital, was built in 1885, on a plot of Government ground, by the Committee of the Medical Women for India Fund, Bombay, at a cost of about Rs. 20,000, mainly contributed by Mr. Haji Currim Mahomed Suleiman. It is maintained and kept in repair by Government, and in the year under report certain additions were made to it, at a cost of Rs. 3,435, comprising servants' quarters, latrines, and drainage, &c. The original fund having been closed, and there being no balance from which the cost of these additions could be met, the amount was defrayed by Government.

123. Besides the progress in Bombay, the movement for providing our hospitals with an efficient staff of trained nurses showed fresh development at Poona. At the Sassoon hospital the nursing is entrusted to the Wantage Sisters, for whom quarters were built by Government in 1887. Subsequently a sum of Rs. 10,500 was raised by public subscription, by a committee in Poona, for the purposes of providing additional quarters for nurses, and Government, in furtherance of the scheme, called for plans and estimates for a building affording the requisite additional accommodation. The building so designed is upper-storeyed, and contains 3 dining and sitting rooms, an office and store, and 12 bed-rooms with bath-rooms; the scheme contemplates the provision of 4 trained nurses and 4 probationers for nursing in the hospital; 2 trained nurses and one probationer for outside work, and a margin to admit of women (especially natives), who may wish to become probationers, being received. The estimates, which, including the necessary out-houses, amounted to Rs. 23,712, were sanctioned in September 1890, Government agreeing to supplement the fund above referred to, to the requisite extent, on certain conditions. The outlay during the year was Rs. 14,341, and the superstructure of the ground floor, and the servants' quarters, were finished.

124. The additions and alterations to the civil hospital at Godhra, referred to in the last report, comprising 2 additional wards for 16 patients, were practically completed, during the year, at a cost of Rs. 6,685.

125. Of a sum of Rs. 50,000 bequeathed by the late Surgeon General David Wyllie for the benefit of the community of the city of Ahmedabad, it was decided during the year that Rs. 13,000 should be applied to the construction of two special wards, each containing two rooms, to be built in the compound of the civil hospital, to be called the Wyllie wards. The estimate for the wards amounts to Rs. 13,099, and to this were added items aggregating Rs. 10,253 (making Rs. 23,352 in all), comprising a consulting-room and an operating-room, store-room, and block of six additional servants' quarters, the funds for which were provided by Government. The plans and estimates were sanctioned in January, and Rs. 4,995 were expended in excavating foundations and collecting materials.

126. A new civil hospital was under construction at Násik, the cost of which, estimated at Rs. 31,035, is to be shared equally by Government, the Municipality, and Local Funds. The main hospital building contains a receiving-room, dispensary, office, consulting and operation-room, and wards for 32 patients, namely male ward 12, police ward 12, female ward 6, lunatics 2. There is a detached building for contagious diseases, having two rooms accommodating 5 beds each. Quarters are provided also in a separate building for the hospital assistant and a medical pupil, and this, with the usual out-buildings, mortuary, &c., completes the accommodation. The site adjoins that of the female hospital lately built by public subscription. The new buildings were commenced in November 1890, and were about half finished by the end of the year.

127. Some minor alterations were carried out in the civil hospital at Karáchi.

128. The construction of a suitable building for a European General Hospital at Aden, for the accommodation of officers and men of the Royal Navy, and merchant shipping, and passengers, outward and homeward bound, was commenced during the year. The hospital is at present accommodated in a hired building, which is quite insufficient and unsuited for the purpose, and the provision of a new hospital had been under consideration for many years, but was delayed owing to several causes, the principal being difficulties as to site, and the want of funds. The former point was settled definitely early in 1889, and the matter was then taken up in earnest, and provision for the work made in the budget for 1890-91. The plans and estimates submitted in December 1889, after reference to the Surgeon-General with the Government of Bombay, were returned for revision, and ultimately, after very full discussion and revision, the project was sanctioned and ordered to be proceeded with in August 1890. The amount of the final estimate is Rs. 75,595, of which the Aden Port Funds have agreed to contribute Rs. 20,000, and the Lords Commissioners of the Admiralty, subject to Treasury sanction, have agreed to contribute Rs. 18,000, in consideration of the accommodation provided for officers and men of the Royal Navy. The balance will be provided from provincial revenues.

129. The project includes, in all, thirteen separate buildings, including the main hospital, with the usual offices and accommodation for 14 patients, a women's hospital (4 beds), a native hospital (4 beds), infectious ward (2 beds), insane ward (1 bed), with residences for the apothecary and hospital assistants, servants' quarters, a mortuary, &c. &c. The main building is upper-storeyed, with a verandah on both floors, all round: it is of stone masonry with Mangalore tiled roof, and it and the women's ward, native ward, and apothecary's quarters, with outbuildings, were about half completed during the year. The hospital assistants' quarters also made some progress. The expenditure was Rs. 24,970.

130. The Jamsetji Nasarvanji Petit dispensary at Wada, in the Thána Collectorate, a contribution work, mentioned in the last report, was in progress during the year, and Rs. 7;989 expended to its close, against the estimated cost of Rs. 10,068.

131. Local Fund dispensaries, or subsidiary buildings in connection therewith, were completed at Kálol in the Kaira Collectorate, for Rs. 6,871; Mirajgaon in the Ahmednagar Collectorate for Rs. 7,180; and at Talode in the Khándesh Collectorate, for Rs. 6,042; and were in progress at Sheogaon and Párner in the Ahmednagar Collectorate, the outlay being Rs. 1,982 and Rs. 4,718, against the estimated cost of Rs. 3,817 and Rs. 4,718, respectively.

20.—MISCELLANEOUS.

132. Iron record racks were erected in certain rooms on the ground-floor of the new Elphinstone College buildings at Bombay, to accommodate the records of the Accountant General's office. These racks are in all respects similar to the iron racks lately constructed in the State Record office, described in the last report. The outlay was Rs. 10,980.

133. The new Granary at the Model Farm at Bhadgaon, in the Khándesh Collectorate, mentioned in the last report, was completed during the year, at a cost of Rs. 4,713.

II.—COMMUNICATIONS.

1.—ROADS.

134. The total outlay on Communications was Rs. 27,44,316, subdivided as under:—

	Rs.
Original Works	... 8,13,285
Repairs	...13,87,601
Establishment	... 5,06,989
Tools and Plant	... 36,441
	27,44,316

135. A map, in three sheets, is attached, on which are shown the principal lines of road in progress during the year.

136. The Secretary of State, in a despatch addressed to the Government of India, remarked that in preparing the annual statement of the Moral and Material Progress and Condition of India, it would be useful to show the total length of road communication maintained by public authorities of any kind in the different Provinces and Administrations; and he requested that a statement for the year 1888-89 should be prepared, distinguishing roads which are metalled throughout from those which are not metalled but graded throughout, or of a serviceable though temporary description; and that, for future years, this statement should form a supplement to the Administration Report for the year. In accordance with this request, three statements, one for Imperial and Provincial roads, one for Local roads maintained by Public Works agency, and one for Local and Municipal roads maintained by Local Authorities, were ordered to be prepared. In these statements the roads are classed under five heads; as under:—

(1) Roads, metalled, bridged and drained throughout;

(2) Roads, metalled and drained throughout, but the large rivers not bridged;

(3) Murum roads, bridged and drained throughout;

(4) Murum roads drained throughout, but the large rivers not bridged;

(5) Village or cleared roads;

and the information given consists of the length of the roads in miles, completed and in progress, and the total average cost of maintenance and repairs in the last 5 years. The preparation of these statements, which include all communications, with the exception of streets, throughout the whole of the Bombay Presidency, including Sind, has entailed a considerable amount of labour, and it has not been found possible to have them ready for issue with the Administration Reports for the years to which they relate. The statements relating to Imperial and Provincial roads, and Local roads under Public Works agency, have been prepared for two years, 1888-89 and 1889-90; and the latter has been issued as a supplement to the Administration Report of that year.

137. The statement for 1890-91 for the same roads is under preparation, and will be issued, when ready, as a supplement to this Report.

138. Great difficulty has been experienced in the preparation of the statements for Local and Municipal roads, the mileage of which is much greater than the two former, and frequent references to the Local Authorities have been found necessary. The statement for 1888-89 for these roads has been completed, and those for 1889-90 and 1890-91 are on hand, and will be issued as a supplement to the Administration Reports for these years, when ready.

139. The works carried out during the year have been as follows:—

1.—METALLED AND BRIDGED ROADS.

140. **Ahmedabad District.**—*Road from Dhansura to Harsol, 13½ miles (Provincial).*—This road passes by the villages of Butol, Punchi, Kowda, Burwai, Mahdevpur, Vadgaon, &c. The formation width is 20 feet, and of this the centre 12 feet is to be metalled. The earthwork has been completed, except of the portions near the approaches of bridges and culverts. The required quantity of metal and a portion of muram and sand were collected, and foundations of all culverts and drains filled in, and most of the dips completed. Bricks required for masonry bridges are being prepared departmentally, and the whole road will, it is hoped, be opened for traffic in 1892. The expenditure of the year was Rs. 24,586, and the total Rs. 35,304.

141. *Road from Ahmedabad to Báreja, 11 miles (Local).*—This road, described in the last report, was in progress: the earthwork to a distance of 9 miles from Ahmedabad, and the masonry works up to 7 miles, have been completed; and the required land as far as 10 miles has been acquired. The total expenditure was Rs. 32,110, against the sanctioned estimate of Rs. 1,29,500.

142. *Road from Dhandhuka to Tagdi, 6 miles (Local).*—The improvements, which consist of providing dips, and restoring portions of embankments washed away many years ago, were in progress, and Rs. 14,136 expended up to the end of the year, out of the estimated cost of Rs. 29,824. Sixteen dips have been completed.

143. *Road from Ahmedabad to Dholka, 18 miles (Local).*—The work of raising and metalling this road was in progress, and a sum of Rs. 1,323 was allotted by the Local Board for the completion of the road up to 8 miles, and this has been completed. The total expenditure up to the end of the year was Rs. 34,505, against the sanctioned estimate of Rs. 1,37,913.

144. *Road from Ahmedabad to Parántij (Local.)*—Provision for a contribution of Rs. 30,000, as a grant-in-aid towards this proposed new railway feeder road, was made in the budget, provisionally, pending a decision on proposals to be discussed for a branch line of railway to be made under the joint guarantee of Provincial funds, and the Baroda and Idar State. The matter having undergone discussion, orders were issued, early in the year, for commencing a detailed survey for a line of railway from Ahmedabad to Parántij; a transfer of Rs. 3,107 from the budget provision, to the Railway Department, was made in the first instance, to meet the expenses of the proposed survey, which it had been arranged should be undertaken by the B. B. & C. I. Railway Company, and the balance re-appropriated to other works during the year.

145. *Iron bridge over the Sábarmati River, at Ahmedabad.*—This bridge, which was fully described in the last report, was commenced in October, and up to the end of March 1891, 27 out of a total of 30 columns had been sunk, and the remaining 3 will be put in hand on the receipt of cylinders now expected from England. Each pier consists of two cast iron columns, 6 feet in diameter below, and 5 feet above, the bed of the river, placed 22 feet apart from centre to centre, and connected by means of horizontal and diagonal bracings. The columns are to be filled in with cement concrete. The centre 7 piers are taken down to a depth of about 48 feet below summer water level, and the other piers to an average depth of about 42 feet, except the two abutment piers, which have a depth of 36 feet. In addition to the sinking referred to, about 8,000 cubic feet of cement concrete was put in during the year. The design for the girders is still under discussion with the Home authorities, but it is hoped that the material will be received at latest in October next, and the bridge opened for traffic before the rains of 1892. There will be a clear space of 6½ feet between the bottom of the girders and the highest flood-level. The sanctioned estimate for the bridge amounts to Rs. 4,58,400, and towards this the Local Boards and Municipality have decided to contribute Rs. 51,000 each, and a further sum of Rs. 49,278 has been obtained from private contributions (up to the close of the year), making a total of Rs. 1,51,278; and the balance will be met from Provincial funds. The total expenditure to the close of the year was Rs. 1,81,999.

146. *Road from Modása to Bibipara (Provincial).*—A rest-house at Modása, on this road, was in progress, and Rs. 500 expended against the sanctioned estimate of Rs. 2,914.

147. **Kaira and Panch Mahals District.**—*Road from Kapadvanj to Sunda (Provincial).*—This road was metalled during the year, and has been opened for traffic. The total outlay has been Rs. 26,689, against the estimate of Rs. 34,726.

148. *Road from Báreja to Naika (Local).*—The work of collecting materials for an extra layer of kunkur on 3 miles of this road was completed. The total expenditure has been Rs. 3,410, against the estimate of Rs. 3,742.

149. *Road from Nadiád to Mahuda (Local).*—Metal for an extra layer for two miles of this road was collected. The total expenditure has been Rs. 4,119, against the estimate of Rs. 4,463.

150. *Road from Kaira to Sábarmati (Local).*—The extra layer of kunkur on two miles of this road was commenced, and will be completed in the coming year.

151. *Road from Kapadvanj towards Nadiád (Local).*—The metalling of this road was continued during the year as funds permitted; 3¼ miles have been completed, and material has been collected for the remaining two miles. The total expenditure has been Rs. 15,968, against the estimate of Rs. 29,475.

152. *Road from Godhra to Dohad (Local).*—The additional metal for this road has been pushed on and materials collected. Certain miles have been treated with a 3-inch layer of metal, and the result has been fairly successful. The total outlay has been Rs. 42,496, against the estimate of Rs. 50,303.

153. *Road from the Petlád Station of the A'nand-Petlád Branch Railway to Cambay.*—Plans and estimates were sanctioned for constructing the British portion of this road. The estimate amounts to Rs. 56,778, of which four-fifths will be paid from Provincial funds, the balance being met by the Kaira Local Funds.

154. *Bridge over the Vátrak River, on the Baad-Bibipara Road (Provincial).*—This bridge was nearly completed: it consists of 7 spans of wrought iron Warren girders, 62′ 6″ each, with two subsidiary spans of 30′ each, one at each end, of rolled iron beams. All the iron work has been put up, as well as the longitudinal wooden girders, and round teak poles of the roadway, and all that now remains to be done is the provision of kunkur for the roadway, and metalling the approaches. Rs. 13,951 were expended during the year, and the total expenditure has been Rs. 78,903, against the estimate of Rs. 87,072.

155. *Bridges over the Shedi River, on the Páli-Bálásinor, and Thasra-Pipalwada Roads (Local).*—The first, a low-level bridge, was completed, and the second commenced during the year, and completed with the exception of railing and approaches. The expenditure on the former in the year was Rs. 149, and on the latter Rs. 2,883, the estimates amounting to Rs. 4,380 and Rs. 3,358 respectively.

156. **Broach District.**—*Iron bridge over the Dhadhar River, on the Broach-Jambusar Road (Local).*—This bridge, described in former reports, was completed and opened for traffic during the year, at a total cost of Rs. 1,41,266, against the sanctioned estimate of Rs. 1,50,841. The metalling of the approaches remains to be done.

157. A masonry bridge on the diversion of the Vario (Local) Road has been completed at a total cost of Rs. 2,358.

158. **Surat District.**—*Road from Surat to Sachin in British Territory (Local).*—Metalling has been in progress on this road, but owing to difficulty in procuring metal, the work was not completed; only 1½ miles have been metalled, but metal and gravel for the remainder have been collected. The total expenditure to the close of the year has been Rs. 14,510, against the estimate of Rs. 20,369.

159. *Road from Surat to Sachin in the Sachin State, 4 miles.*—Metalling on this section was in progress; two miles have been completed, and most of the metal and gravel collected for the remainder. The total outlay has been Rs. 16,970, against the sanctioned estimate of Rs. 26,484.

160. **Tha'na District.**—*Road from Dahánu to Jawhár (Provincial).*—This road was practically finished in the past year, with the exception of the metalling. During the year the metalling was finished up to the end of mile 15, and metal has been collected from mile 16 to 21. The road is carrying a very heavy traffic, and more than 50,000 carts passed over it in January 1891. It was started as a part of the road from Dáhánu to Jawhár and Trimbuck, and the Rájá of Jawhár has completed his section up to Jawhár, and the extension to Trimbuck may hereafter be considered. The total expenditure up to the close of the year was Rs. 1,96,829, and of this sum Rs. 18,357 were expended during the year.

161. *Road from Bhiwndi to Váda (Local).*—Some metal was taken in the first section, and the account is kept open for payment of compensation for land. The total expenditure has been Rs. 1,40,847, against the sanctioned estimate of Rs. 1,46,105.

162. *Bridge across the Gorai Creek between Máhim and Kelva (Local).*—This bridge, of 10 openings of 21 feet each, described in the last report, has been completed, but the accounts are kept open for payment of land compensation, and the supply of some additional iron work. The expenditure to the end of the year was Rs. 5,336, of which Rs. 838 were expended during the year. The sanctioned estimate is Rs. 5,966.

163. *Bridge across the Nála at Khálápur (Local).*—This bridge, of two openings of 20 feet span each, across the nála between the Poona road and the Máhálkhari's kacheri, was commenced, and the superstructure about half finished at a cost of Rs. 1,986. The sanctioned estimate is Rs. 2,937.

164. **Kha'ndesh District.**—*Road from Yáwal to the River Tápti (Provincial).*—This road has been completed. Rs. 5,656 were expended during the year, and the total expenditure has been Rs. 73,544, against the estimate of Rs. 75,400.

165. *Road from Shirpur town to the Bombay and Agra road (Local).*—This was an embanked and drained road, but without any proper surfacing, and its condition was bad: it has now been improved to the proper shape, and is being surfaced with broken shingle, which answers sufficiently well for the traffic, and is very much cheaper than stone metal or muram. It is about 1½ miles in length, and Rs. 2,977 have been expended, out of the estimate of Rs. 4,429.

166. *Road from Dhulia to Mhaswad—(Local).*—The metalling of this road has been continued; 1¼ mile was completed, and metal has been collected for the remaining 1¾ mile. This will be spread and consolidated during the next rainy reason, and the supply of metal will be completed shortly for the whole length. The expenditure to the close of the year has been Rs. 5,958, against the revised estimate of Rs. 8,279.

167. *Dhulia and Surat road: section from Dhulia to the Sondwa Nála (Provincial).*—The metalling on this road was completed at a total cost of Rs. 5,930, against the revised estimate of Rs. 6,151.

168. *Bombay and Agra road (Provincial).*—The metalling of this road, north of the river Tapti, was continued, but owing to scarcity of labour, only Rs. 3,972 was expended during the year. The rainfall, moreover, was very deficient, and the metal spread could not be properly consolidated. A little over 3 miles, at the end nearest the Tapti (miles 82 to 84) now remain untouched, and arrangements to commence this portion are in progress. From mile 84 to 109 the metalling is mostly complete, but consolidation is yet imperfect in places. The expenditure to date has been Rs. 45,946, the estimate for the whole length of 28 miles being Rs. 64,210.

169. *Dhulia and Chálisgaon road (Provincial).*—A sum of Rs. 7,010 was spent on continuing the metalling of this road, the paucity of labour, which was severely felt all over the district, having prevented a larger expenditure; the rainfall has been very deficient for the last three seasons, and this also has greatly hindered progress. Half widths of miles 16 to 26 and miles 32 and 33 were metalled during the year, but most of this was not properly consolidated. Three miles and three furlongs of half width now remain, for most of which metal has been collected.

170. **Ahmednagar District.**—*Ahmednagar-Paithan road (Provincial).*—The work of metalling this road was commenced in the past year, and during the year 2,84,314 cubic feet of metal have been collected. The work is in progress, and a total expenditure of Rs. 40,006 has been incurred against the estimate of Rs. 53,112.

171. **Poona District.**—*Katraj Tunnel, on the Poona-Sátára road (Provincial).*—This tunnel is situated at the end of the 11th mile of the Poona-Sátára road, and has a total length of 880 feet: it has been lined throughout, but the facing of the entrances or ends of the tunnel, and the proper sloping of the steep side slopes remained to be done. With a view to make it safe for traffic at all seasons, the side slopes of the cuttings are being excavated and dressed to a slope of ½ to 1, the lower part immediately adjoining the masonry faces to be ¼ to 1 for the height of the masonry work, and ½ to 1 for the upper portion. The outlay incurred has been Rs. 2,200, against an estimate of Rs. 2,502.

172. *Bridge over the Mula River at Dápuri, on the Bombay and Poona road.*—The present wooden bridge being in a very unsatisfactory condition, a proposal for its removal, and reconstruction with iron girders, the existing masonry piers being utilised, was submitted when the Budget programme for 1890-91 was under consideration. A provision of Rs. 50,000 was accordingly made, and plans and estimates called for; but up to the close of the year these had not been submitted, and the provision was re-appropriated to other works.

173. **Ratna'giri District.**—*Road from Belgaum to Vengurla (Provincial).*—A deviation, 1 mile long, in mile 73, close to Vengurla, was completed during the year, at a total cost of Rs. 10,765, against an estimate of Rs. 10,678.

174. **Bija'pur District.**—*Road from Hungund to Ilkal, 8 miles (Local).*—This road was in progress, the expenditure in the year having been Rs. 2,499, and the total Rs. 12,600, against the sanctioned estimate of Rs. 26,228.

175. **Belgaum District.**—*Road from Manoli to Saundatti, 6¼ miles (Local).*—Owing to difficulties of various kinds, little could be done during the year, in which the outlay was Rs. 1,296, against the estimate of Rs. 31,489.

176. *Road from Saundatti to Dhárwár (Local).*—This road is estimated to cost Rs. 47,882. Owing to difficulties in acquiring land, only a bare commencement was made in the year. The length in the Dhárwár Collectorate was completed some years ago, and when the Belgaum portion is completed, the road will be a very useful feeder to the Southern Marátha Railway at Dhárwár.

177. *Road from Belgaum to Linganmatt—(Provincial).*—The metalling of the portion of this road between Khánápur and Nandgod, estimated to cost Rs. 17,965, was in progress, and metal costing Rs. 8,471 was collected in the year.

178. *Road from Bágewádi to Bail Hongal (Local), 15½ miles.*—The whole of the road improvements as proposed originally, have been nearly completed; the total expenditure up to the end of the year having been Rs. 80,387, against an estimate of Rs. 86,988.

179. **Dha'rwa'r District.**—*Road from Havánur to Samasgi: second section between Haveri and Samasgi (Provincial), 29½ miles.*—This road, mentioned in the last year's report, is a useful railway feeder to the Southern Mahratta Railway at Haveri, though at a disadvantage from an unbridged river between the railway and Kanara, the Warda, which blocks traffic for a great portion of the year. The sanctioned estimate for the improvements, which were completed during the year, is Rs. 83,168, and the total outlay to the end of the year was Rs. 83,149.

180. *Road from Hubli to Sangtikop.*—Culvert No. 89 on this road, being in a dangerous condition, an estimate, amounting to Rs. 3,881, for constructing a new bridge, in place of the culvert, was submitted, and funds found by re-appropriation. An indent on England for rolled iron beams and gas pipes for the bridge was submitted, and an outlay of Rs. 2,069 incurred up to the close of the year.

2.—Raised, Bridged, and Unmetalled Roads.

181. **Tha'na District.**—*Road from Váda to Shirghat (Provincial and Local).*—This is a part of the route from Máhim on the coast, and Palghar on the B. B. and C. I. Railway, to the Shirghat, on the boundary of the Násik District. The length is 64½ miles; the cost of the first 34 miles will be met by the Thána Local Board, and the last 30½ miles, which opens out a valuable forest tract, from Provincial funds. In the Local Board section 17 miles are open to traffic, and the earthwork and 42 drains and 14 culverts are finished up to the end of the 23rd mile. On the Provincial section, about 15 miles have been completed and opened to traffic, and the earthwork on the rest of the road is nearly finished; 91 drains and 18 culverts have been constructed, and metal has been collected for 5 miles; most of the rock blasting has been completed, and the road is sufficiently advanced to allow a cart to pass from one end to the other. The sanctioned estimate for the Local Board section, Pálghar to Wáda, amounts to Rs. 99,379, and the total expenditure to Rs. 43,892, of which Rs. 19,700 were spent during the year. The sanctioned estimate for the Provincial length, Wáda to Shirghat, amounts to Rs. 1,44,645, and the total expenditure has been Rs. 1,30,039, of which Rs. 49,557 were spent during the year.

182. *Road from Kalyán to Dhysar (Local).*—This road is 9 miles long, and is to be 18 feet wide at formation surface, and will connect Kalyán on the G. I. P. Railway, with Panvel on the south, and Thána on the west, and joins the Thána-Panvel road 8¼ miles from Thána. It will do much to open out the country along the route, as the creek at Dhasai, which is to be bridged, is a great obstruction to traffic. The whole of the earthwork and 16 drains have been finished, and muram has been collected for 4 miles. The total expenditure has been Rs. 9,418, against the sanctioned estimate of Rs. 41,911.

183. *Roads from Bháyndar to Utan, Kelwa to Beláipur, Malád to Merwa, and Borowli to Gorái in Sálsette (Local).*—On the first the earthwork, 2 drains and 1 culvert are finished, and metal and muram collected for 4 miles, which have been opened for traffic. The total expenditure has been Rs. 13,817, against the sanctioned estimate of Rs. 33,879. On the second the earthwork in the whole of 7 miles of the first section is finished, and 7 drains and 2 culverts have been constructed. The outlay has been Rs. 10,158, against the sanctioned estimate of Rs. 17,787. On the third the earthwork and 11 drains have been finished, and 3 miles of the road opened to traffic. The total outlay has been Rs. 18,143, against the sanctioned estimate of Rs. 20,086. No new work has been done on the Borowli and Gorái road, as there were no funds allotted, but the whole of it, though rough, is open to traffic. The expenditure on it has been Rs. 10,233, against the sanctioned estimate of Rs. 14,248.

184. **Kha'ndesh District.**—*Dhulia and Amalner Road, 2nd Section from Chopdai to Amalner (Local).*—This road has made fair progress, in spite of the great difficulty in obtaining labour, in consequence of which the full allotment could not be utilised. About 9½ miles were in hand, and the embankments in the greater part of this length were completed; cuttings, which are mostly in rock and boulders, could not be pushed on so rapidly, but have, notwithstanding, made good progress. Materials for the 2nd section have been collected; and it is hoped that 2 miles, in continuation of the completed 1st section of the road, may be opened by the end of the coming monsoon. The total expenditure has been Rs. 15,456 to the close of the year, against the estimate of Rs. 52,955.

185. *Dhulia-Amalner Road (Local).*—The inspection bungalow at Amalner was in progress, Rs. 2,559 having been spent out of an estimated amount of Rs. 3,520; and a tool-store was completed at a cost of Rs. 1,116.

186. *Road from Dhondaicha to Shaháda (Local).*—This road has been continued, and is now open for traffic for 7 miles, *i. e.*, from Dhondaicha up to within ¼ mile of the Tapti river, where the construction of the approaches to the crossings are in progress on both sides. To the north of the river, the work of embanking and ballasting has been pushed on, and a few of the masonry works have been commenced, so that it is hoped that, by the end of the approaching monsoon, about 5 miles will be opened for traffic on this side

of the river; the approach to the Tapti on the south side will also be completed; and it will then merely require the completion of the north approach, which has already made good progress, to enable the traffic to use 13 out of the 17 miles, without a break. The remaining 4 miles, where, however, most of the embankment is completed, present the greatest difficulty, and the work at the Bhendwa Nála, not yet begun, will require some time to construct. A revised estimate for the portion north of the Tapti has been prepared. The year's expenditure on this road amounted to Rs. 21,020, and the total to Rs. 86,883, against the sanctioned estimate of Rs. 1,17,583.

187. *Dondaicha-Shaháda Road (Local).*—The inspection bungalow at Shaháda was completed; and two tool-stores, at Dondaicha and Talwáda, were in progress, the former providing accommodation also for the sub-divisional office.

188. **Nasik District.**—*Násik and Trimbak Road, 18 miles (Local).*—Improvements to this road, consisting of metalling, roadside kerbing, reducing gradients of steep, and widening narrow portions, have been in progress during the year, and Rs. 7,773 expended against an estimate of Rs. 20,283.

189. **Ahmednagar District.**—*Road from Randha to Ghatghar, 9 miles (Provincial).*—This road passes through hilly country; it commences at a point on the Kolhar-Bari road near the village of Randha, and passing the villages of Guhera and Bhandar, is continued to Samrad. The work was commenced in January 1890. The road work, with the exception of side drains, widening in certain places, and approach works to two nálas, has been nearly completed, and the road opened for traffic. Some progress has been made with the masonry works, and materials for the remainder have been collected. The outlay has been Rs. 11,853, against the estimate of Rs. 37,914.

190. *Road from Jamgaon to Kotul, 10 miles (Provincial).*—This road passes over the Paibai Ghát, and crosses the Mula river, near the village of Kotul, by a masonry dam. The earthwork of the road is completed, also 3 masonry culverts of from 10 to 12 feet span, and the road generally has been opened for traffic. The store-house at Kotul is in progress. The expenditure has been Rs. 14,631, against the estimate of Rs. 22,714.

191. *Road from Tisgaon to Páthardi, 7½ miles (Local).*—This road is nearly completed. The work carried out during the year consisted of providing additional waterway to one drain, stone aprons to two road dams, kerbing in 3 miles, making up embankments to their proper width, and spreading muram and consolidating 7½ miles of the road. The expenditure has been Rs. 23,980, against the estimate of Rs. 31,694.

192. *Road from Shrigonda to Kharda (Takli-Khandeshwar Road, 70 miles) (Local).*—During the year 5½ miles of this road have been improved, and altogether 29½ miles of the old track have been improved and converted into a fair-weather road, at an outlay of Rs. 6,018.

193. **Poona District.**—*Road from Ghoda to Ambegaon (Local).*—This road, as described in the last report, was in progress, and will be completed during the coming year. The expenditure has been Rs. 36,535, against the sanctioned estimate of Rs. 52,292.

194. *Road from Wáda to Bhorgiri (Local).*—Of the improvements to this road, only the new store-house at Dhowli remained unfinished at the close of the past year. The entire work has been completed during the year, and the total expenditure has been Rs. 16,193, against the sanctioned estimate of Rs. 16,215.

195. *Wadgaon-Shikrápur road (Local).*—Additions to the Khalumbra Nála Bridge in mile No. 9, estimated to cost Rs. 3,795, were completed at a total outlay of Rs. 3,793.

196. **Sholapur District.**—*Road from Songir to Wagdari, 8·175 miles, in the Akalkot State.*—On this road the embankments in miles 5 to 8 have been nearly finished; cutting in earth has been finished in mile No. 6, and in muram 12,585 feet in mile No. 8; and muram has been collected and stacked in mile No. 5, to the extent of 10,231 feet. The expenditure has been Rs. 2,098, against the estimate of Rs. 26,658.

197. *Road from Karábgaon to Tulnur, 8·18 miles, in the Akalkot State.*—This road was completed during the year, and handed over to the State. The expenditure has been Rs. 24,655, against the sanctioned estimate of Rs. 26,745.

198. *Road from Akalkot to Sholápur, 6·87 miles, in the Akalkot State.*—This road was also completed and handed over to the State during the year. The outlay has been Rs. 11,584, against the estimate of Rs. 13,371.

199. *Road from Akalkot to Hannur, in the Akalkot State.*—The improvements to this road, which consisted of embankments, cuttings in earth and muram, collecting and spreading muram, providing level crossings, slab drains, and roadside kerbing, have been in progress during the year, and an expenditure of Rs. 17,229 incurred, against the estimate of Rs. 39,491.

200. **Satara District.**—*Feeder road from Tásgaon to the Railway at Ashta Road Station of the Southern Marátha Railway.*—This is a local road, aided by a contribution from Provincial funds, and will be 6 miles in length. It was commenced towards the end

of the year, and will, it is hoped, be completed and opened to traffic at the close of the coming monsoon. The estimate amounts to Rs. 21,744, and the expenditure of the year was Rs. 5,606.

201. *Road from Waduj to Pusegaon, 12 miles (Local).*—This road, which has been under construction for several years past, was completed and opened throughout to traffic during the year. The total expenditure was Rs. 27,167, against the sanctioned estimate of Rs. 30,851.

202. **Ratna'giri District.**—*Road from Chiplun to Guhagar, 27 miles (Local).*—The expenditure on this road in the year was Rs. 8,084, and the total, from commencement, Rs. 8,481, against the sanctioned estimate of Rs. 20,606.

203. **Belgaum District.**—*Road from Nipáni to Mahálingpur (Provincial).*—This Provincial road, which crosses the Southern Marátha Railway at Chikodi Station, has been in progress: it is not entirely in British territory, and the portions in Native States are being made by the States concerned. The sanctioned estimate amounts to Rs. 3,58,405, and the total expenditure to the close of the year has been Rs. 2,50,468.

204. *Road from Gokak to Navalgund, 45 miles (Provincial).*—This road was in progress, expenditure in the year being Rs. 22,434, and the total Rs. 3,21,297; this being in excess of the sanctioned estimate of Rs. 3,20,262, a revised estimate is under preparation.

205. *Road from Hukeri to Gokak, 18 miles (Provincial).*—This railway feeder road was completed during the year at a total cost of Rs. 1,83,673, against the estimate of Rs. 2,22,718. It will be handed over to the Local Board for maintenance.

206. *Road to the Ferry Boat at Gurlhosur (Local).*—This road is estimated to cost Rs. 7,109. Owing to difficulties in obtaining the land, only a commencement was made this year, in which the expenditure was Rs. 586.

207. *Road from Sankeshwar to Hukeri, 8 miles (Local).*—This was originally a fair-weather road, neither bridged nor drained, and almost impassable in places during the monsoon. The improvements are estimated to cost Rs. 19,969, towards which a grant-in-aid from Provincial funds of Rs. 9,990 has been made. The expenditure in the year has been Rs. 3,025. This link was much required to connect the great north and south Provincial road, the old Bombay-Madras mail road, with the Hukeri-Gokák road.

208. **Dha'rwa'r District.**—*Road from Navalgund to Annigeri, 11 miles (Local).*—This road, which is an important feeder to the Southern Marátha Railway at Annigeri, has been completed during the year, at a total cost of Rs. 56,957, against the sanctioned estimate of Rs. 56,017.

209. **Ka'nara District.**—*Road from Honavar to Bhatkal (Local).*—A small timber-topped bridge, of two spans of 18 feet each, across Bhastimaka Nála, on this road, was commenced during the year, and Rs. 1,745 expended on it.

210. **Shika'rpur Canals District.**—A portion of the Rohri-Mirpur road was raised 2 feet, and the slopes of old formation increased from 1 to 1 to 1½ to 1.

211. The flooring of the bridge over the Masurwáh, on the road from Ubaoro to Raoti, was completed at a cost of Rs. 1,303. The flooring consists of bricks resting on T iron, 3″ × 3″ × ½″, covered with 2″ mud plaster and 4″ metalling. The expenditure has been Rs. 547.

212. Two masonry bridges, one on the Chithwáh, on the road from Jafarábad to Abad Melani, and the other on the Maharowáh, on the road from Mirpur to Mathelo, were in progress. The former has a span of 25 feet, with height of springing 10 feet, and is of burnt brick and lime; the roadway is 15 feet wide. The latter has a span of 25 feet, with 12 feet height of springing; it is also of burnt brick and lime. Expenditure of the year on the former Rs. 1,000, and on the latter Rs. 610.

213. **Begari Canals District.**—17 road bridges were commenced and completed, or nearly completed during the year; and additions and alterations to a bridge over the Edenwáh have been carried out; the total expenditure of the year being Rs. 11,538. The bridges are all of pucka masonry, with arched openings.

214. **Ghar Canals District.**—A bridge over Kur Dato, on the Sujawal and Dostali road, was completed at a cost of Rs. 2,627.

215. A bridge over the Kádowah, on the Náodera and Rátodera road, was commenced in December, but could not be completed on account of delay on the part of the contractor. The bridge consists of one span of 22 feet, with 4½′ rise of arch, and abutments of 9 feet high, the construction being burnt brick and lime masonry.

216. A culvert of 3 feet span, with abutments 3′ 6″ high, of burnt brick and lime masonry, was completed over the Sukhowatria Kurriah, on the Kherah Garhi road.

217. The bridge over the Ghar Canal at Lárkhána, described in the last year's report, was completed during the year, at a total cost of Rs. 20,669, against the estimate of Rs. 20,394.

218. **Western Na'ra District.**—The bridge over the Western Nára, on the Badra and Chana road, fully described in last year's report, was completed during the year, at a cost of Rs. 17,815.

219. A bridge over the Arthurwáh, on the Lárkhána and Badra road, was in progress, and will be completed before the inundation. The estimate amounts to Rs. 2,225; and the expenditure of the year has been Rs. 1,200.

220. A bridge over the Munderwáh, on the Dokri and Gughar road, was completed at a cost of Rs. 727.

221. Materials to the extent of Rs. 890 were collected for the bridge over the Western Nára at Dokri.

222. **Eastern Na'ra District.**—A sum of Rs. 388 was spent in completing 4 road bridges over kurriahs crossing the road along the Mitráo canal. The roads along the banks of the Mithrao and Thar Canals were raised.

223. **Hyderabad Canals District.**—A bridge over the Great Márak was commenced, and work done as far as top of abutment, and materials, costing Rs. 555, were collected: the whole will be completed before the inundation.

224. A bridge over the Sháhwah was in progress, and the foundations filled in: it will also be completed before the inundation.

225. A bridge over the Sháhdadwah was completed during the year.

226. Materials for a bridge over the Bhobarwáh were collected at a cost of Rs. 225.

227. A bridge over the Khanwáh was nearly completed; the expenditure of the year being Rs. 530.

228. **Kara'chi Canals District.**—On the road from Jungsháhi to Tátta, Rs. 911 were expended on constructing 3 slab drains, one of 6 feet span, the other two of 3 feet span.

229. A bridge over the Tátta and Jerruck road, over the Sudábahár, which caused considerable obstruction to the free flow of the water, was raised, at a cost of Rs. 430.

230. A bridge of two spans, each of 12½ feet, was constructed over the Satáh canal, on the Duba road, at a cost of Rs. 1,093.

231. Another bridge of 7 feet span was built over the Hasanáliwáh, near Gungani, at a cost of Rs. 556; and a third, of 10 feet span, over the Hájiwáh, on the road from Chach Jehan Khan to Mogulbhim, was commenced. These were all of pucka masonry, with brick arches. Expenditure of the year, Rs. 567.

4.—Village Roads.

232. **Na'sik District.**—*Hasteh-Bareh road, 10 miles (Local).*—This road is in continuation of the made road from Nánashi Ghat-Hasteh road, and is intended mainly for forest traffic. The net allotment for the year has been Rs. 4,500, and from this amount, works such as dry stone and masonry dips, slab-drains and kerbing, &c., have been partially carried out. When these works are completed by the end of May next, the road will be passable for carts as far as Bareh. The outlay has been Rs. 11,704, against the sanctioned estimate of Rs. 25,510.

233. **Ahmednagar District.**—*Road from Malegaon to Ambit, 11 miles (Provincial).*—This fair-weather road passes over the Mashe Ghát and some very hilly country. It has been improved by the reversing stations and portions of road, which were very narrow and difficult, being made wider and easier, providing road dams where necessary, and opening the side and catch-water drains. The work has been completed at a total outlay of Rs. 1,747, against the estimate of Rs. 1,763.

234. **Poona District.**—*Bullock Track from Bhorgiri to Bhimáshankar (Local).*—This is being improved by removing trees, rocks, &c., and clearing the road surface, principally with the object of facilitating the access of pilgrims to Bhimáshankar. The expenditure during the year has been Rs. 937, against the estimate of Rs. 2,679.

Surveys.

235. **Kha'ndesh District.**—The Survey party in this district, mentioned in last year's report, continued operations during the year. The party has been gradually reduced, and will shortly be broken up. Plans and estimates for the following roads were approved during the year:—

(1) River Tapti to Chopda; (2) Dooskheda to join the Bhusával-Yáwal road.

The following projects were prepared and submitted:—

(1) Road from Neri to Ajunta Ghát.

(2) Road from Bhusával to Sakegaon (forming the 1st section of the project for a road from Bhusával to Jalgaon).

(3) Tapti approaches on the Dharangaon-Chopda road.

(4) Improvements to the Neri-Jámner road.

Surveys were completed for :—

(1) Road from Bhusával to Jalgaon (2nd and 3rd sections).

(2) Road from Nandurbár to Taloda.

(3) Road from Amalner to the river Tápti,

and plans for these projects are under preparation.

236. The survey for the Pachora-Ajunta Ghát road made some progress, but had to be interrupted to allow of the surveyors proceeding to the Dángs road survey, which was commenced early in March. At the close of the year, the projected road down the Jakria Bari was lined out, and the survey nearly completed. Plans and estimates for this piece of ghát-road, 3 miles in length, which is the most urgent portion of the Dángs roads, will be submitted as early as possible.

237. For the line from Jalgaon to Shetgaon, the survey is for the present suspended, and nothing could be done to that from Taloda to the western frontier of Khándesh, owing to the establishment being otherwise fully employed.

5.—BOAT BRIDGES AND FERRIES.

238. **Belgaum District.**—The construction of a double ferry boat, with iron rope, over the Málprabha river near Gurlhosur, was completed during the year, at a cost of Rs. 2,827.

6.—ACCOMMODATION FOR TRAVELLERS.

239. **Kaira and Panch Mahals District.**—A dharamsálla at Gothda, in the Rewa Kántha, commenced last year, was nearly completed during the year, at a total cost of Rs. 5,400, against an estimate of Rs. 7,077.

240. A dharamsálla at Wajiriya, in the Sankheda Mewás, was taken in hand during the year, in which the expenditure was Rs. 608, against an estimate of Rs. 6,653.

241. **Bijapur District.**—A dharamsálla at Bijápur, mentioned in the last report was completed during the year, at a total cost of Rs. 6,558, against the estimate of Rs. 6,909.

242. **Ghar Canals District.**—A staging bungalow at Kumbar, in the Shikárpur Collectorate, was commenced in February 1890, but could not be completed on account of delay on the part of the contractor.

7.—ARBORICULTURE.

243. In April 1889, orders were passed, transferring the duty of planting and maintaining roadside trees on Provincial roads, from the Revenue to the Public Works Department, and Rs. 12,000, provided under this head in the Civil, was transferred to the Public Works Budget. The grant was then distributed as follows :—

	Rs.	Rs.
Northern Division—		
Surat	50	
Thána	950	
		1,000
Central Division—		
Khándesh	995	
Násik	965	
Ahmednagar	1,024	
Poona	760	
Sholápur...	1,024	
		4,768
Southern Division—		
Kolába	1,000	
Sátára	732	
Ratnágiri	1,500	
Bijápur	750	
Belgaum...	500	
Dhárwár...	1,500	
Kánara	250	
		6,232
Total ...		12,000

244. The report of progress during the year is as follows :—

Ahmedabad District.

245. In this district the charge of trees on the Provincial roads detailed below was received on the dates specified :—

1 Extra municipal roads at Ahmedabad ...	6th September 1890.
2 Road from foot of overbridge approach near Kálupur Gate to Camp Ahmedabad.	
3 Road from Ahmedabad to Harsol (in two portions.)	29th August and 29th September 1890.
4 Road from Modása to Bibipara	2nd October 1890.

As the rains were then practically over, no steps were taken towards planting new trees, but those already in existence were maintained and are in good condition. The necessary orders have been issued to plant peepal, wad, and other trees of the fig tribe on the roadsides during the rainy season, as far as practicable.

Kaira District.

246. In this district nurseries for young trees have been maintained at Kaira and Vásna, in which there are about a thousand young plants, and during the year 300 of these were planted out. There is also a nursery at Nadiád, in which 160 young plants are available for the coming year.

On the Nadiád-Kapadvanj road 87 young plants have been planted out during the year, and 62 on the Nadiád-Vásna road. Fencing round existing trees was kept in good order on other roads in the Kaira district. On the Kapadvanj-Bibipara road, last year's trees were watered during the hot weather: there was no special grant for this work, the amount being met from the repair allotment for the road.

Panch Mahals.

247. The roadside trees are not in charge of this department, as there are no Provincial roads in this district.

Surat District.

248. The trees on the Cantonment roads of Surat, about half a mile in length, were in the Executive Engineer's charge throughout the year; these were watered and fenced in, and new cuttings were put down to replace dead trees. With this exception, the trees on the sides of all the other roads in these districts were maintained by the Revenue Department, but those on the Párdi-Chiva and Wápi-Daman (both Provincial) roads were handed over to the Public Works Department for maintenance at the end of the year.

Thána District.

249. The roadside trees on Provincial roads in this district were taken over in October. Out of the grant of Rs. 748, the Collector had already spent Rs. 333, and the amount of Rs. 620 was spent on maintenance only, as no new trees could be planted out after the date of transfer. On the old roads viz., the Bombay-Agra road, the Ulva-Cámpoli road, and the Dharamtar-Cámpoli road, the roadside trees are all planted, and only the gaps caused by dead trees remain to be filled up. On the new roads, viz., the Dáhánu-Jawhár road, and the Váda-Shirghat road, new trees will be wanted in places where the road passes through cultivated land, and the planting has been commenced by the Civil Department, and will be continued by this department.

Khándesh District.

250. In this district an expenditure of Rs. 505 has been incurred on the maintenance, &c., of the roadside trees on the roads specified below :—

	Rs.
Bombay-Agra Road...	182
Málegaon-Manmád Road	61
Dhulia-Surat Road	79
Dhulia-Chálisgaon Road	183
Total ...	505

Násik District.

251. In this district no new trees were planted; some were simply watered and maintained. The total outlay, including that incurred in the Civil Department, was Rs. 586, as follows :—

	Rs.
Bombay-Agra Road	352
Násik-Poona Road	124
Manmád-Kopargaon Road	17
Nándgaon-Aurangabad Road	29
Násik-Bulsár Road	64
Total ...	586

Ahmednagar District.

252. No new plantation along the Provincial roads in this district was sanctioned. An expenditure of Rs. 872 has been incurred in maintaining and preserving the roadside trees on the several Provincial roads, as shewn below ;—

	Rs.
Ahmednagar-Sirúr Road	100
Násik-Poona Road	118
Ahmednagar-Dhond Road	134
Ahmednagar-Málegaon Road	201
Ahmednagar-Paithan Road	172
Road from Imámpur Ghát to Toka ...	101
In the compounds of the Travellers' Bungalows at Imámpur & Toka	46
Total ...	872

253. In this district all the roadside trees along the Provincial roads, and the nursery at Indápur, have been taken over from the Civil Department, and properly maintained at a total expenditure (including outlay incurred by the Civil Department during 1890-91) of Rs. 508, as shewn below :—

Poona District.

	Rs.
Trees on Bombay Road	71
„ Ahmednagar Road	96
„ Sholápur Road...	155
„ New Sátára Road	90
„ Násik Road	72
Nursery at Indápur Road	24
Total ...	508

Sholápur District.

254. In this district the roadside trees preserved and watered during the year were as follows:—

Bársi Station, Bársi Town Road	10,317
Bársi-Yedsi Road	1,562
Yedsi-Tadvala Road	1,432
Kuslamb-Yermala Road	143
Poona-Hyderabad Road—	
Section I	2,864
„ II	1,035
„ III	1,402
Sholápur-Tákli Road	9,217

The following nurseries were also maintained during the year: —

Nursery at Sholápur.
„ at Bársi Town.
„ at Bársi Road.
„ on Poona-Hyderabad Road.

The total expenditure during the year was Rs. 920, against an estimate of Rs. 990.

255. The figures of grants and outlay (by Civil and Public Works officers) for the maintenance of roadside trees in the several districts of the Southern Division were as follows :—

Southern Division.

District.	Grant Rs.	Outlay. Rs.
Kolába	736	729
Sátára	1,480	1,473
Ratnágiri ...	970	1,095
Bijápur	1,095	1,106
Belgaum... ...	512	445
Dhárwár... ...	1,102	1,472
Kánara	348	340
Total	6,243	6,660

The grants were supplemented, where found necessary, from road repair allotments. The operations of the year consisted of watering and preserving existing trees, and the establishment of 23 nurseries, viz., 13 in the Kánara, 9 in the Sátára, and 1 in the Bijápur districts. No new planting was done during the year.

III.—MISCELLANEOUS PUBLIC IMPROVEMENTS.

256. The outlay under this head was Rs. 5,52,941, sub-divided as follows :—

	Rs.
Works	4,51,091
Repairs	41,655
Establishment	56,734
Tools and Plant	3,461
	5,52,941

257. The works carried out during the year have been as follows :—

1.—TOWN BUILDINGS, &c.

258. *Broach.*—The rebuilding of the breach in the city walls at Broach, referred to in the last report, was practically commenced in this year, the excavation and filling in foundations was completed, and the superstructure is in progress. The sanctioned estimate amounts to Rs. 12,435, half the cost of which is to be defrayed by the Municipality. The outlay during the year has been Rs. 7,936.

3.—PAVING AND STREETS.

259. *Thána.*—A road to give access to building sites at Versava in the Thána Collectorate, alluded to in the last report, was in progress. The road is a continuation of the Local Fund road from Andheri, and is 1 mile 1,756 feet long. The earthwork was nearly completed, a large quantity of metal and muram has been collected, and the work will be finished during the next monsoon season. On its completion, the road will be made over to the District Local Board, who have undertaken to maintain it. The sanctioned estimate is Rs. 8,250, and the expenditure during the year has been Rs. 4,316.

5.—WATER-SUPPLY.

260. *Ahmedabad.*—The water-supply works for the City of Ahmedabad, described in the last two reports, were in progress. During the year the whole of the main and a portion of the distribution pipes, in all about 15 miles of piping, have been laid, tested and filled in. The engine and boiler-house have been practically completed, and the pumping machinery has been fixed. The high level reservoir, consisting of a large steel tank laid on a masonry tower, has been practically completed; and by the end of the year all the works will be wholly completed. It may here be stated that the water-works were opened by His Excellency the Governor on 11th June 1891, when a partial supply was given to the city, and the full supply should be available by the end of the year. The expenditure during the year has been Rs. 2,09,238 (exclusive of the cost of distribution pipes, &c., purchased by Municipal agency), against the sanctioned estimate of Rs. 7,90,266. The total outlay by this department up to the end of the year was Rs. 2,50,018. The whole cost of the works is to be met from Municipal funds.

261. *Khárághoda and Udu.*—The usual establishment for supervising works, and for the regulation of the water, was maintained at a cost of Rs. 2,012. Owing to insufficient rain, the tank did not fill this year, and the supply of water to the salt establishment had to be provided from temporary wells sunk in the bed of the tank, as was done last year, at a cost of Rs. 2,407. The rainfall gauged at Khárághoda was 13·69 against 17·26 in the previous year. The condition of the tank is not satisfactory, as its supply falls far short of what is required, and the question of increasing it is under consideration.

262. *Kaira District, Tanks.*—Improvements were in progress to the tank at Wasad, on which the total outlay was Rs. 4,783, against the estimate of Rs. 7,925; and were completed to the Dolia tank at Alindra, on which the outlay was Rs. 653.

263. *Wells in Kaira and Panch Máhals District.*—A well was in progress between Sahibpura and Alighora in the Wajeriya State, the estimated cost of which is Rs. 3,273.

264. *Broach Water-supply and Drainage.*—Surveys and enquiries for a water-supply and drainage scheme for the town of Broach are in progress.

265. *Surat Water-supply.*—A survey for a water-supply scheme at Surat has been completed, and a rough project submitted to the Municipality for consideration. Samples of the water at different states of the river are being analysed, and further details obtained.

266. *Wells in the Khándesh District.*—The sinking of a much-needed well at Agnad, in the Khándesh Collectorate, was commenced during the year, and Rs. 540 expended. The well is designed to be 132 feet in depth, and the estimated cost is Rs. 5,111.

267. *Dhulia Water-works: Dedargaon Tank.*—During the year the estimate for the tank has been revised, and submitted for sanction. This was chiefly necessary on account of difficulties met with in the crossing of the river bed, where rock was expected, but was found to be a considerable depth of hard soil, overlying sand. The design for the outlet is still under discussion, so that a complete description of the works will be deferred till the next year. The work in progress was principally confined to the cutting out of two faults in the rock, on which the puddle trench for the western embankment is to be founded, and to the clearance of the foundation of a portion of the river bed. The difficulty in obtaining labour is especially acute at Dedargaon, and an increase of about 30 per cent. in the daily rate has not sufficed to maintain sufficient numbers. The expenditure during the year has been Rs. 28,088, inclusive of establishment and tools and plant.

268. *Násik.*—The revision of the old Khirdi Saté tank project for the water-supply of Yeola, in the Násik Collectorate, has been deferred, as it is too costly. Proposals for supply of water from wells are under consideration, and the strength of springs in the wells is now being gauged.

269. *Násik and Khándesh.*—Municipal water-supply schemes for several towns in the Násik and Khándesh Collectorates, including Málegaon and Nandurbár, have occupied attention during the year. The Jalgaon water-works scheme was re-submitted, and is still under discussion, the expenditure involved being considerable, and the results anticipated rather of the nature of an improvement to an originally bad project, than of a scheme to make the existing water-works thoroughly satisfactory, which does not seem to be possible.

270. *Wells in the Sholápur District.*—Measures for the improvement of the water-supply of the Sholápur district were in progress during the year. Seven wells have been completed, at Pángaon, Vinchur, Pálwan, Yawate, Lonvire, Sangewádi, and Walsanj, at an aggregate outlay of Rs. 3,664; two wells at Akluj and Malkhámbi were in progress, but those proposed at Jánoni were delayed pending decision as to sites.

271. *Akalkot.*—A survey for the water-supply of Akalkot was made, and rough plans prepared, but the project was abandoned on account of the unfavorable nature of the foundations, rock not being available for the dam at less than 30 feet from the surface. The survey and enquiry cost Rs. 2,123.

272. *Kolába.*—Plans and estimates for a water-supply project for the town of Panvel, in the Kolába Collectorate, have been prepared, and were under the consideration of this department during the year. The estimate prepared amounted to Rs. 79,748, including a 4-inch main, but it was pointed out that the provision made for iron pipes was insufficient, and Rs. 8,000 must be added on this account, thus raising the estimate to Rs. 87,748, or, if establishment and tools and plant charges were added, to Rs. 91,343. It was subsequently suggested that a 4-inch main capable of supplying 4·8 gallons per head per day, was insufficient, and that a 5-inch main should be substituted, capable of supplying 8·64 gallons per head per diem, which would raise the cost to Rs. 1,06,309, or if the charges for establishment and tools and plant be added, to Rs. 1,09,904. The project was referred to the Sanitary Commissioner, who approved generally of the scheme, but expressed a hope that the 5-inch main would be adopted; and he further suggested that a simple scheme of surface drainage should be devised, to carry off sullage and waste water, which should, if possible, be utilised for cultivation purposes, in order to yield a return for the expenditure to be incurred by the municipality. The papers are now under consideration of the Financial Department.

273. *Janjira.*—A project for bringing water by gravitation into the town of Janjira Murad, the capital of the Janjira State, to be called the "Victoria Jubilee Water-works," was commenced during the year. The site selected for the head-works is situated about 5 miles east of and 500 feet above the level of the town, where the supply is reported to be abundant, and derived from a perennial stream, the minimum discharge, as measured in May 1889, having been found to be 50 gallons per minute. The head-works consist of a masonry dam, about 60 feet long and 3 feet high; the main leading from this consists of a 3½″ cast-iron pipe to a tank located at a point on a hill, 3,500 feet distant from the head-works. This arrangement is designed with a view to relieve the pipe of the high pressure of 500 feet, to the extent of 200 feet. From the tank to the service reservoir, a distance of 3 miles 1,900 feet, the main pipe has a diameter of 4″, capable of discharging 82 gallons per minute, with a head of 287 feet. From the service reservoir, a three-inch pipe runs to the Nawáb Sáheb's palace, situated on the side of a hill, 1 mile 3,400 feet distant, and a four-inch pipe is carried to the town for distribution to a distance of 1 mile 130 feet, and then reduced to 3 inches for a further length of 3,900 feet. The works include the following tanks and cisterns:—(1) Ushwas tank, 10′ × 10′ × 10′ feet, partly under and partly above ground; (2) service reservoir, 100′ × 50′ × 8 feet; (3) reservoir at the Nawáb Sáheb's palace, 20′ × 20′ × 6 feet; (4) masonry howds for town distribution, 10′ × 10′ × 6 feet; (5) filter beds or tanks, 20′ × 6′ × 7 feet, with divisions for 4 chambers for filtering purposes. It is, however, proposed to omit these in first construction, and to supply them hereafter, if found to be required. The work was commenced in October 1890, but great difficulties were at first experienced owing to the unhealthiness of the climate, and the progress of the work was consequently very slow till the end of December, when matters began to improve, and by the end of the year, the dam had been nearly completed, the foundations and some part of the superstructure of the tank and reservoirs, and the masonry work of dams and bridges, were in progress, and about half a mile of piping laid. The sanctioned estimate amounts to Rs. 78,247, the whole of which will be met by the Janjira State. The total expenditure to the end of the year has been Rs. 39,706.

274. *Dhárwár.*—Complete plans and estimates for a scheme to supply water to the town of Hubli, including the Southern Marátha Railway establishments, bungalows and work-shops, in the Dhárwár Collectorate, have been prepared and sanctioned during the year. The estimate amounts to Rs. 4,73,250, of which the Railway Company contributes Rs. 2½ lakhs, the balance being found by the Municipality, who are to be assisted by Government with a loan. Nothing was done during the year, as the final orders to commence the work were received too late; a description of the project is, therefore, held over, and will be given in the next year's report.

6.—SEWAGE INCLUDING DRAINAGE.

275. *Ahmedabad.*—No progress was made with the drainage works for the City of Ahmedabad. The Municipality having consulted Mr. Baldwin Latham, that gentleman recommended that the city should be drained by a gravitation scheme combined with pumping, and he has been commissioned to draw up detailed plans and estimates for

draining a portion of the city on the lines proposed by him, on receipt of which the Municipality propose to expend a sum not exceeding Rs. 1½ lákhs on one section of the city, as an experiment. Rs. 5,482 has been expended during the year in the purchase of materials.

276. *Khándesh.*—A project for the drainage of the town of Dhulia, in the Khándesh Collectorate, is now in an advanced state, only a few details remaining to be worked out.

277. *Belgaum.*—A survey for a drainage scheme for the town of Belgaum was in progress, and Rs. 1,889 were expended in the year on the enquiry.

7.—HARBOURS AND NAVIGATION.

278. *Surat.*—The work of completing the Dutch Bandár wall at Surat, estimated to cost Rs. 14,868, was commenced during the year; the excavations were completed, old masonry removed and seven feet of concrete were filled in the foundations. The wall will, it is anticipated, be completed before the monsoon of 1891. The outlay of the year has been Rs. 13,157.

MISCELLANEOUS.

279. *Kaira.*—In connection with the improvements to the town of Dákor in the Kaira district, mentioned in the last report, some of the roads were metalled during the year, and the large hollows in Dhedwáda and Patidárwáda were filled up. It having been decided to omit the stone gutters along roads, a revised estimate, amounting to Rs. 10,048, has been submitted. The total expenditure to the close of the year was Rs. 3,962.

280. *Surat.*—The work of protecting the city of Surat from floods from the Tapti river, alluded to in the past report, has made considerable progress during the year, and, with the exception of the Ghastipura section, will be practically finished before the monsoon of 1891. The Ghastipura section is under consideration by the local authorities, and will, it is hoped, be settled shortly and completed during 1891-92. The works consist of embankments to exclude flood water, and two sluices are provided to carry off water from the protected area. A number of roads have had to be raised, and new roads and bridges have been constructed in connection with the project. The total expenditure has been Rs. 98,998, against the sanctioned estimate of Rs. 2,21,176. Towards this a contribution of Rs. 28,400 has been made from Provincial funds, and the balance will be met from Municipal funds.

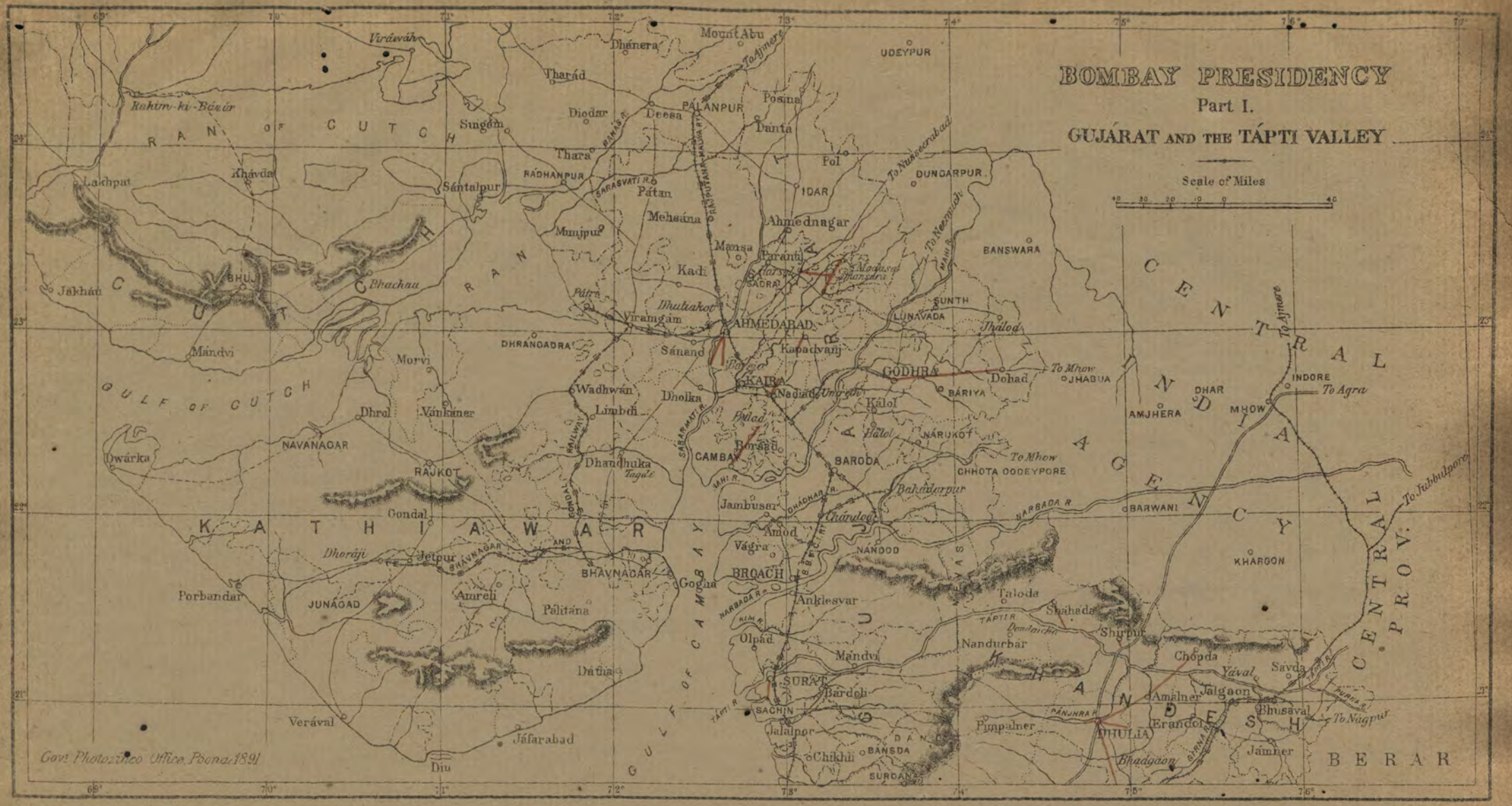
281. *Bijápur.*—At Bijápur, certain works of road-making and prickly-pear clearance were done by the able-bodied prisoners available from the District Jail. The outlay during the year credited to convict labour was Rs. 10,990, and the total expenditure so credited up to the end of 1890-91, Rs. 2,03,499, against the estimate of Rs. 2,60,692.

APPENDIX TO THE ADMINISTRATION REPORT FOR 1890-91.

Statement showing the actual Expenditure incurred on the preservation of Buildings of Historical and Architectural interest, from 1887-88 to 1890-91, and the estimated Expenditure during 1891-92.

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
Original Works.	Rs.	Rs.	Rs.	Rs	Rs.	
Compound wall of Ráni Sipri's Mosque, Ahmedabad	...	...	...	1,300	...	
Additions and alterations to the pavilion near the lake at Kamatgi, Bijápur District	...	232	...	2	...	
Compound wall around do.	...	...	199	...	...	
Securing the cracked columns in the Elephanta Caves	...	...	...	1,067	...	
Total, Original Works ...	...	232	199	2,369	...	
Repairs.						
Repairs to Mallek Allam's Mosque, Ahmedabad ...	6	...	...	...	...	
„ Rájpur Mosque near do. ..	1	...	...	...	...	
„ South minarets of Mosque at Rájpur, Ahmedabad District	590	5	...	...	...	
Refixing Kangra stones, and providing a gate to the compound of the Ráni Sipri's Mosque, Ahmedabad	23	...	...	...	...	
Repairs to Ráni Hazira Mosque, Ahmedabad ...	...	87	...	...	...	
„ Syed Oosman's Rozah do. ...	...	...	887	649	...	
„ Allam Chistri's Mosque, near Khánpur Gate, Ahmedabad	...	...	185	...	...	
Replacing the stones in the parapet in the Rani Sipri's Mosque, Ahmedabad	...	...	20	64	...	
Repairs to the Roza of Shah Alam, near Ahmedabad	...	...	(a)2,298	2	...	(a) Contribution work exclusive of establishment ... Rs. 276 Tools and Plant... 34 Contribution work.
„ Carved windows in the Sidhi Syed's Mosque, Ahmedabad	...	...	113	...	...	
Repairing Mallek Allam's Mosque near Sáhálum, in the Dáni Limra village boundary, Ahmedabad District	...	...	...	297	280	
Repairs to Tateh Mosque, Ahmedabad	...	...	...	268	217	
Clearing and removing seedlings from the Dáda Hari's well, and Mallek Allam's Mosque, Ahmedabad ...	...	...	...	43	7	
Repairs to Báwa Labi's Masjid, Ahmedabad ...	...	...	...	...	1,275	
„ Mahafiz Khán's Mosque, Ahmedabad ...	...	...	...	...	170	
„ Syed Oosman's Roza, near Ahmedabad ...	...	...	...	...	336	
Current Repairs to the old Mahomedan buildings at Bijápur	1,177	2,546	1,476	1,526	1,600	
Repairs to Juma Masjid at Bijápur	...	362	...	...	...	
„ Shaik Hamid Khadir's Tomb at Bijápur	...	858	...	...	...	
Special Repairs to Mehter Mahál do. ...	...	963	2,189	212	...	
Repairs to Chanda Bawdi do. ...	...	205	...	...	...	
Do. Bahahilkhán's Masjid do. ...	...	248	...	...	...	
Special Repairs to Gol Gumbaz do. ...	...	797	3,872	4,318	4,900	
Putting broad arrows on old buildings do. ...	...	372	4	...	...	
Taking up land round Afzulkhán's wives' Tombs at Bijápur	...	48	...	...	...	
Preserving the caves at Bádámi, Bijápur District ...	...	51	...	48	...	
Compensation paid to the Mujawars of the Gol Gumbaz, at Bijápur	...	...	...	1,100	...	
Current Repairs to Dawal Yákut Mahál, at Bijápur...	...	...	...	110	102	
Special Repairs do. do.	...	...	...	...	56	
Repairs to the temple of Shiva at Chavadanpur, Dhárwár District	...	...	866	...	...	Includes Rs. 200 from contribution.
Roza Rozi at Mehmadabad ...						
Juma Masjid, Chámpáner ...						
Mahmad Masjid do.	Kaira and					
Roza near Patar Tank, Chámpáner...	Mahals Dis-					
Gateway do. ...	tricts ...	236	147	216	297	300
Temple do. ...						
Shikundarsha's Roza, Hálol ...						
Current Repairs to monument at Koregaon, Poona Districts	79	79	80	216	80	
Repairing the gate of the Pratábgad Hill Fort in Jámli Táluka, Sátára	...	...	15	1	...	
Carried forward ...	2,112	6,768	12,221	9,161	9,323	
	...	232	199	2,369	...	

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	...	232	199	2,369	...
	2,112	6,768	12,221	9,161	9,323
Certain explorations at the Caves at Elephanta ...	52	...	...	...	...
Maintaining the Caves at Elephanta	876	871	1,093	1,464	1,720
Current Repairs to Pier and Caves at Elephanta ...	160	204			
Do. to Buildings at do. ...	170	201	...	...	...
Special Repairs to the temple at Ambernáth, Thána District	19	...	...	13	...
Watchman to protect the vacant bungalow at Furdápur, Khándesh District...	91	84	80	77	7
Special Repairs to the bungalow at Furdápur ...	...	91	...	...	...
Current Repairs to do. do. ...	154	169	132	92	...
,, to Tombs at Moro, Hyderabad Districts.	13	...	2	...	...
,, to Tharusha do. ...	36	...	...	...	...
,, to Monument at Miani do. ...	23	34	23	...	...
,, ,, ,, at Dahd do. ...	12	...	...	...	...
,, ,, the Tomb of Shiwáji on Ráigad Fort, Ratngiri District	...	5	...	...	...
Repairs to Monument of Brigadier-General Jacob, Cemetery at Jacobabad	...	...	29	...	...
Total Repairs ...	3,718	8,427	13,580	10,807	11,050
GRAND TOTAL ...	3,718	8,659	13,779	13,176	11,050


BOMBAY PRESIDENCY
Part I.
GUJARAT AND THE TÁPTI VALLEY
Scale of Miles
Govt. Photozinco Office, Poona, 1891
RAN OF CUTCH
GULF OF CUTCH
KATHIAWAR
GULF OF CAMBAY
CENTRAL INDIA AGENCY
BERAR
CENTRAL PROV.
Viráváh
Mount Abu
Dhánera
UDEYPUR
Tharád
Rahim-ki-Bázár
Sungám
Diodar
Deesa
PÁLANPUR
Posina
Danta
Thara
Sántalpur
RÁDHANPUR
Pátan
Mehsána
Ahmednagar
IDAR
Pol
DUNGARPUR
BANSWARA
Lakhpat
Khávda
Mundra
Jakhán
BHUJ
Bhachau
Kadi
Mansa
Parántij
Modasa
Dhulia
Viramgám
AHMEDABAD
SUNTH
LUNAVADA
Thálod
Mándvi
Morvi
DHRANGADRA
Sánand
Kapadvanj
Wadhwán
Limbdi
Dholka
KAIRA
Nadiad
Umreth
GODHRA
Dohad
JHABUA
BÁRIYA
DHAR
INDORE
AMJHERA
MHOW
Dhrol
Vánkaner
Kálol
Halol
NÁRUKOT
Dwárka
NAVANAGAR
RÁJKOT
Dhandhuka
Tagád
CAMBAY
Borsad
BARODA
CHHOTA OODEYPORE
Bahádarpur
Jambusar
Dhádhar R.
Charúsat
BARWANI
Gondal
Jetpur
BHÁVNAGAR
Amod
Vágra
NANDOD
KHARGON
Porbandar
JUNÁGAD
Amreli
Gogha
BROACH
Ankleswar
Taloda
Shahada
Shirpur
Pálitána
Olpád
Nandurbar
Chopda
Yával
Savda
Mándvi
SURAT
Bardoli
Amálner
Jalgaon
Dátia
SACHIN
Jalalpor
Pimpalner
Erandol
DHULIA
Bhusaval
Verával
Jáfarabad
Diu
Chikhli
BANSDA
SURGANA
Bhadgaon
Jámner
To Ajmere
To Nusseerabad
To Neemuch
To Mhow
To Agra
To Jubbulpore
To Nágpur
NARBADA R.
TÁPTI R.
PÁNJHRA R.
BÚRHA R.
BANAS R.
SARASVATI R.
SABARMATI R.
MAHI R.
KIM R.
GONDAL RAILWAY

BOMBAY PRESIDENCY
Part II
THE DECCAN, KONKAN AND KARNATIC
Scale of Miles
Govt Photozinco Office, Poona 1891
SACHIN
BANSDA
DHARAMPOR
DAMAN
SURGANA
Bulsár
Párdi
Cambay
DHULIA
Bhusával
Jámner
Páchora
Ajanta
Satána
Málegaon
Kalván
Chándor
Nándgaon
Chálisgaon
Niphád
Yeola
Kopargaon
AURANGABAD
NASIK
Sinnar
Dáhanu
Tárapur
JAWHAR
Palghar
Máhim
Igatpuri
Sangamner
Akola
Ráhuri
Nevása
Shevgaon
Agáshi
Basseín
Bhiwndi
Shahápur
Kalván
Murbád
THÁNA
Bándra
Panvel
Jámar
Ghodbandar
Vasai
AHMEDNAGAR
BOMBAY
Uran
Kuriat
Manchar
Khed
Párner
Kukdi
Vadgaon
Sirur
Talegaon Dhamdhere
Jámkhed
ALIBÁG
Chaul
Khándála
Shrigonda
Karjat
Karmála
Verrowda
Roha
MURUD
JANJIRA Ft.
POONAH
Pábal
Sásvad
Supa
Barsi
Mángaon
BHOR
Indápur
Mádha
Máhad
PHALTAN
Bánkot
Harnai
Dápoli
Medha
Málsira
Dahivádi
Pandharpur
SHOLÁPUR
AKALKOT
Tuljápur
Khed
SATÁRA
Rahimatpur
Vánji
Sángola
Mangalvedha
Anjanvel
Vashisti
Guhágar
Chiplun
Patan
Atpádi
Tuljápur
Savad
Sangameshwar
Vita
Indi
Tásgaon
JATH
RATNÁGIRI
Peth
Devrukh
Sángli
Miraj
Sindgi
BIJÁPUR
Rajapur
Athni
Vizindurg
KOLHÁPUR
Kurundvád
Bágevádi
JAMKHANDI
Devgad
Chikodi
Muddebihal
MUDHOL
Gad Hinglaj
Gokák
Kaládgi
Bágalkot
Málvan
RÁMDURG
Hungund
Bádámi
Vengurla
SAWANTVADI
BELGAUM
Saundatti
Ron
Mapuca
Shahápur
Navalgund
PANJIM
Goa
DHARWAR
Hubli
Gadag
To Bellari
Shirhatti
Dámbal
Marmugao
Supa
Halyál
Kumsi
Lakshmeshwar
Margao
Kághatgi
Shiggaon
SAVANUR
Yellapur
KARWAR
Karajgi
Hangal
Ránebennur
Sirsi
Ankola
Hirekerur
To Bangalore
Kumta
Honávar
Siddápur
Bhatkal
MAISUR TER.
MADRAS PRESY.
SEVA
BERAR
NIZAM'S DOMINIONS
KHANDESH
NAGPUR
HYDERABAD
KALADGI
BIJAPUR
SAVANTVADI
KANARA

BOMBAY PRESIDENCY
Part III
SIND AND CUTCH
Scale of Miles
Govt Photozincco Office, Poona. 1891
GANDAVA
JACOBABAD
SHIKARPUR
KHAIRPUR
HYDERABAD
UMARKOT
KARACHI
JEYSULMERE
Kashmor
To Mittankot
INDUS R.
To Sabzalkot
To Peshawar
Ubauro
Ghotki
Mirpur
Shahdádpur
Garhi Yásin
Rato dero
Sukkur
Kambar
Ghaibi dero
Larkana
Rohri
Sangrar
Wárah
Bákráni
Mehar
Tharáni
Khairpur Nátheshah
Kandiáro
Thárú Shah
Dádu
Naushahro
Johi
Moro
Dáúdpur
Sehwan
Kazi Ahmed
Sakrand
Sánghar
Rámán
Manjhand
Hála
Shahdádpur
Khipra
Mirpur Khás
Tando Alahyar
To Jodhpore
Gadra
Tando Bulandkhan
Kotri
Tando Muhammad Khán
Jerruck
Digri
Nára
Chachra
Tatta
Mirpur Batoro
Badin
Mitti
Islámkot
Mirpur Sakro
Sujawal
Diplo
Viráwah
Moghul Bhin
Nagar Parkar
Rahim ki Bázár
Keti Bandar
Shahbandar
Basta Bandar
Lakhpat
Khávda
Gadra
Jatáváda
Luna
Náráyan Sarovar
Adesar
Nakhatrána
Jakháu
Naliya
Paddhar
Bhacháu
Anjár
Rápur
Sábrái
Vira
Mándvi
Mundra
Morvi
Vánkáner
Dhrol
NAVÁNAGAR
Dwarka
RÁJKOT
Gondal
Dhoráji
Jetpur
Porbandar
JUNÁGAD
To Somiani
To Jeysulmere
To Jeysulmere
From Sibi
To Bhiar
From Gandava
To Shikarpur
To Shikarpur
To Shikarpur
To Khairpur
To Khairpur
To Khair

Statement showing the Mileage and Progress of LOCAL FUND ROADS maintained by Civil Agency in the Bombay Presidency for the year 1890-91.

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	(1)—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT.									
	NORTHERN DIVISION.									
Surat	Road from Hope Bridge to Ránder .	1	2,640	.....		1	2,640	2,108	589	
	Do. from Kentish to Guviar ...	4	2,640	.....		4	2,640	Not known.	1,031	
	Do. from Surat Railway Station to Ashwinikumár	1	2,640	.....		1	2,640	7,715	903	
	Do. from Surat to Ashwinikumár-Kátargam-Fulpada Road ...	2	0	.....		2	0	2,255	674	
	Do. from Kentish to Gordor ...	1	2,640	.....		1	2,640	Not known.	217	
	Do. from Athwa Gate to Kentish...	1	2,640	.....		1	2,640	Do.	811	
	Do. from Variav Gate to Siganpur.	2	0	.....		2	0	Do.	298	
	Do. from Olpád to Sáyan... ...	9	0	.....		9	0	Do.	1,090	
	Do. from Navsári Station to Jalálpor Kanbiwad	1	3,960	.....		1	3,960	7,826	638	
	Do. from Chikhli to Bánsda, including Chikhli to Ránveri Road	2	0	8	3,960	10	3,960	22,209*	1,977	* Besides this amount some more money has been expended from Provincial Funds.
	Total, Surat District ...	27	1,320	8	3,960	36	0	.....	.....	
Broach	Road from Broach to Kukerwada ...	2	0	.....		2	0	427	853	
	Total, Broach District ...	2	0	.....		2	0	.....	.....	
	Carried over ...	29	1,320	8	3,960	38	0	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	29	1,320	8	3,960	38	0	.....	.....	
	(1)—ROADS, METALLED BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*concluded.*								Rs.	
Thána	Borivli to Bándora-Ghodbandar Road.	0	3,485	.....		0	3,485	Not known.	158	
	Kondivte Road	0	2,112	.....		0	2,112	Do.	97	
	Andheri Station to Bándora-Ghodbandar Road	0	950	.....		0	950	Do.	56	
	Sháhápur-Wafaganga Road... ...	0	2,640	.....		0	2,640	Do.	65	
	Pudga-Borivli Road	0	2,640	.....		0	2,640	Do.	87	
	Nirmal Road from Wadkhunti to the Roman Catholic Church	.....		1	0	1	0	Do.	90	
	Road from Turkhud to Chowbedi. ...	1	0	.....		1	0	2,067	815	
	Bassein-Gerny Road	2	0	.....		2	0	Not known.	295	Part of this road is a muram road, and is in progess of being metalled.
	Total, Thána District ...	5	1,267	1	0	6	1,267	... ..	.....	
	TOTAL, NORTHERN DIVISION ...	34	2,587	9	3,960	44	1,267	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Belgaum to Sháhápur ...	0	1,980	.....		0	1,980	Not known.	197	
	Do. from Belgaum to Kanbergi ...	3	2,640	.....		3	2,640	Do.	360	
	Do. from Belgaum Jail to meet Kolhápur Road	0	4,250	.....		0	4,250	Do.	97	
	Do. from Kapleshvar to meet Dhárwár Road	0	1,750	.....		0	1,750	.....	68	
	Total, Belgaum District ...	5	60	.....		5	60	.....	.....	

Kánara	Road from Chigalli to Kavalkope ...	1	0	.....	1	0	500	70		
	Total, Kánara District ...	1	0	.....	1	0	.....	.....		
Dhárwár	Road from Motebinnur to Byádgi ...	3	0	.....	3	0	410	417		
	Total, Dhárwár District ...	3	0	.....	3	0	.....	.....		
Sátára	Budhawár Náka Road	1	0	.....	1	0	Not known.	159		
	Total, Sátára District ...	1	0	.....	1	0	.....	.....		
	TOTAL, SOUTHERN DIVISION ...	10	60	.....	10	60	.....	.....		
	Total (I).—Roads, metalled, bridged and drained throughout...	44	2,647	9 3,960	54	1,327	.....	.....		
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Delhi Gate, Ahmedabad, to Dadhesvar	0	2,730	....	0	2,730	7,305	375	Some portion of the road has been transferred to the Municipality hence the length is reduced.	
	Do. from Astoria Gate, Ahmedabad, to the Roza of Shah Alum...	0	3,900	.....	0	3,900	11,914	245	Do.	do. do.
	Do. from the Kankaria Tank, Ahmedabad, to the Shah Alum Road	0	3,500	.....	0	3,500	12,894	133		
	Do. from Viramgám Rahiapuri Gate, to the Railway Crossing ...	0	2,300	.....	0	2,300	10,006	277	Do.	do. do.
	Carried over ...	2	1,870	.....	2	1,870	.....	.....		
		44	2,647	9 3,960	54	1,327	.....	.....		
	Carried over Total of I ...	44	2,647	9 3,960	54	1,327	.....	.....		

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		44	2,647	9	3,960	54	1,327	...	.....	
	Brought forward ...	44	2,647	9	3,960	54	1,327	.....	.....	
		2	1,870	.....		2	1,870	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Ahmedabad —*concluded.*	Road from Viramgám Railway Crossing near Bhorwadi Gate towards Dekáváda	0	900	.....		0	900	17,236	143	
	Do. between Muldrai and Dhandhuka-Gogha Road ...	0	100	.....		0	100	5,491	.....	Constructed in 1890-91.
	Total, Ahmedabad District...	2	2,870	.....		2	2,870	.....	.....	
	TOTAL, NORTHERN DIVISION...	2	2,870	.....		2	2,870	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Khánápur to Talevadi ...	18	0	.....		18	0	Not known.	696	
	Do. from Khánápur to Jamboti ...	12	0	.....		12	0	Do.	536	
	Do. from Hemadgi to Tinaighát ..	3	0	.....		3	0	Do.	221	
	Do. from Nandgod to Halsi ..	3	0	.....		3	0	Do.	116	
	Do. from Bidi to Kittur	3	0	.....		3	0	Do.	598	Not repaired of late.
	Total, Belgaum District...	39	0	.....		39	0	.....	.....	
	TOTAL, SOUTHERN DIVISION...	39	0	.....		39	0	.....	.....	

	CENTRAL DIVISION.								
Khándesh ...	Sávda-Faizpur Road	2	0	.....	2	0	8,000	2,675	
	Taloda-Hatoda Road	1	38	.....	1	38	4,000	87	
	Total, Khándesh District...	3	38	.....	3	38	.....	.....	
	TOTAL, CENTRAL DIVISION..	3	38	.....	3	38	.....	.....	
	Total (II).—Roads, metalled and drained throughout, but the large rivers not bridged ...	44	2,908	.....	44	2,908	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.								
	NORTHERN DIVISION.								
Thána	Anik-Mahul Road	1	0	.....	1	0	Not known.	197	This is a part of the Ghátkopr to Chahal Road.
	Kalyán-Vadowh Road	0	2,640	1 2,640	2	0	675	147	
	Kalyán-Payadhuni Road	0	528	0 370	0	898	650	75	
	Budlapur-Ulhas River Road ...	0	3,115	0 581	0	3,696	500	92	
	Ulhas to Kulgaon Road	0	2,006	0 158	0	2,164	525	41	
	Karjat-Dahiwali Road	0	3,168	.....	0	3,168	214	148	
	Kalgan-Waldhun Road	0	3,062	0 898	0	3,960	625	253	
	Total, Thána District ...	3	3,959	1 4,647	5	3,326	.....	.....	
Surat	Road from Navsári frontier to Kabilpur Junction, including Kaliawari Dispensary branch, 1 Culvert	1	1,320	.....	1	1,320	4,251	503	In process of being gravelled.
	Do. from Navsári Station to Aut, 11 Culverts ... ...,	1	3,960	5 1,320	7	0	1,313	278	Do.
	Do. from Matwad Karádi to Ugat, 15 Culverts	1	1,760	14 1,760	15	3,520	833	428	Do.
	Do. from Abrama to Amalsád, 10 Culverts	2	0	3 0	5	0	4,396	253	Do.
	Do. from Panar to Amalsád, 6 Culverts	0	1,760	2 0	2	1,760	1,990	74	Do.
	Carried over ...	6	3,520	24 3,080	31	1,320	.....	.....	
		92	4,234	11 3,327	104	2,281	.....	.....	
	Carried over Totals, I and II ...	89	275	9 3,960	98	4,235	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Aaverage total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		89	275	9	3,960	98	4,235	.....	.....	
	Brought forward ...	92	4,234	11	3,327	104	2,281	.....	.....	
		6	3,520	24	3,080	31	1,320	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —continued.									
	NORTHERN DIVISION—*concluded.*									
Surat—*concluded*	Road from Amalsád Station to Amalsád Village, 2 Culverts	0	2,640	.....		0	2,640	Not known.	60	In process of being gravelled.
	Do. from Kabilpur junction to Ambica River, Bridges and 18 Culverts.	2	0	7	0	9	0	3,443	354	Do.
	Do. from Satim to Astagam, 4 Culverts	0	2,640	4	0	4	2,640	332	148	Do.
	Do. from Jamalpur to Sálej, 6 Culverts	0	3,520	5	0	5	3,520	1,129	228	Do.
	Do. from Adda to Sapa, 2 Culverts	.....		2	3,520	2	3,520	379	75	Do.
	Do. from Bulsár to Par River ...	4	2,640	.....		4	2,640	122	836	
	Do. from Chikhli to Matwad ..	3	3,960	5	0	8	3,960	6,572	711	In progress of being muramed
	Do. from Chikhli to Hand, including Chikhli to Dungri Road.	2	0	1	0	3	0	3,035	137	Do
	Do. from Párdi to Par River ...	2	0	.....		2	0	8,033	285	
	Do. from Párdi to Bagwada ...	2	0	4	0	6	0	3,175	454	
	Do. from Párdi to Railway Station.	2	0	.....		2	0	Not known.	296	
	Total, Surat District ...	26	3,080	53	1,320	79	4,400	.....	.....	
	TOTAL, NORTHERN DIVISION ...	30	1,759	55	687	85	2,446	.....	.....	

	SOUTHERN DIVISION.									
Belgaum ...	Road from Kittur to Tadkod ...	4	0	.....		4	0	Not known.		225
	Do. from Desur to meet Kaládgi Road	1	2,640	.....		1	2,640	Do. ...		130
	Do. from Kittur to meet Dhárwár Road	1	0	.....		1	0	Do. ...		48
	Do. from Nesurgi to the travellers' bungalow	1	0	.....		1	0	Do. ...		57
	Do. from Bailhongal to Bailur ...	21	0	.....		21	0	Do. ...		2,393
	Total, Belgaum District ...	28	2,640	.....		28	2,640	.....		.....
Kánara ...	Road from Mankibail to Siddápur *viâ* Dodamane ...	9	0	.....		9	0	67		599
	Do. from Mudgeri to Chitakule ...	2	0	.....		2	0	Not known...		388
	Do. from Majali to Mudgeri ...	2	0	.....		2	0	Do. ...		173
	Do. from Mudgeri to Asnoti ...	2	0	.....		2	0	Do. ...		95
	Total, Kánara District ...	15	0	.....		15	0	.....		.....
Dhárwár ...	Road from Kittur to Agadi	12	0	.....		12	0	419		752
	Do. from Dhárwár to Annigeri in the Dhárwár Táluka ...	11	0	.....		11	0	2,502		747
	Do. from Attikol to Saptapur ...	1	2,640	.....		1	2,640	65		95
	Do. from Narendra to Kelgeri ...	5	0	.....		5	0	59		304
	Do. from Mommigatti to Tadkod...	6	0	.....		6	0	166		388
	Do. from Mugad to Tinaighat ...	0	2,640	.....		0	2,640	100		86
	Do. from Dhárwár to Navalgund...	1	2,640	.....		1	2,640	2,352		78
	Do. from Dhárwár to Kelgeri ...	1	2,640	.....		1	2,640	110		757
	Navalur Junction, Poona-Harihar Road	0	2,640	.....		0	2,640	383		34
	Agadi-Kotgondhunsi Road ...	3	0	1	2,640	4	2,640	1,899		320
	Road from Bankápur to Kerkikop...	13	0	.....		13	0	153		897
	Do. from Karajgi to Jangamankop..	3	2,640	.....		3	2,640	848		284
	Do. from Tavargi to Tumminakatti.	15	2,640	.....		15	2,640	186		1,396
	Cantonment Roads	3	0	.....		3	0	Not known...		177
	Total, Dhárwár District ...	77	2,640	1	2,640	79	0	.....		.....
Kolába	Road from Mahád to Nate	4	2,640	.....		4	2,640	555		523
	Do. from Uran to Karanja ...	4	0	.....		4	0	Not known...		614
	Total, Kolába District ...	8	2,640	.....		8	2,640	.....		.....
	TOTAL, SOUTHERN DIVISION ...	129	2,640	1	2,640	131	0	.....		.....
	Carried over ...	248	4,674	66	2,007	315	1,401	.....		.....
	Carried over Totals, I and II ...	89	275	9	3,960	98	4,235	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	89	275	9	3,960	98	4,235	.....	.....	
		248	4,674	66	2,007	315	1,401	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	CENTRAL DIVISION.									
Ahmednagar ...	Párner Road	0	2,640	.....		0	2,640	300	.....	No expenditure was incurred on repairs during the year.
	Jumon-Chincholi Road	0	2,640	.....		0	2,640	298	.....	
	Bhalawai Road	0	280	.....		0	280	366	.....	
	Wadgaon-Darya Road	0	250	.....		0	250	327	.....	
	Total, Ahmednagar District ...	1	530	.....		1	530	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1	530	.....		1	530	.....	.....	
	SIND DIVISION.									
	JERRUCK SUB-DIVISION. *Tatta Táluka.*									
Karáchi Canals ...	Road from Tatta to Jungshahi ...	13	0	.....		13	0	Not known...	547	
	Total, Tatta Táluka ...	13	0	.....		13	0	.....	.....	
	Total, Sind Division ...	13	0	.....		13	0	.....	.....	
	Total, (III), Muram Roads, bridged and drained throughout	173	4,929	56	3,327	230	2,976	.....	.....	

	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.								
	NORTHERN DIVISION.								
Surat	Road from Godakhadi to Motichur...	8	0	.....		8	0	86	222
	Do. from Tarsada Bargama to Jamankuva	1	2,640	.....		1	2,640	196	.....
	Do. from Hansapur junction to Abrama, Culverts, No. 5.	2	0	3	0	5	0	653	158
	Do. from Kabilpur junction to Purna River, Bridge and Culverts, No. 7 ...	1	1,320	4	1,320	5	2,640	8,078	267
	Do. from Jalálpor to Eru *viâ* Purneshwar	0	3,960	1	1,320	2	0	1,283	118
	Do. from Udváda to the Railway Station	3	2,640	.....		3	2,640	1,084	340
	Do from Wapi to Dungra ...	1	0	3	0	4	0	2,974	241
	Total, Surat District ...	18	0	11	2,640	29	2,640	.....	.....
Kaira	Road from Mátar to Kaira	2	2,640	.....		2	2,640	Not known...	445
	Total, Kaira District ...	2	2,640	.....		2	2,640	.....	.....
	TOTAL, NORTHERN DIVISION ...	20	2,640	11	2,640	32	0	.....	.....
	SOUTHERN DIVISION.								
Belgaum	Road from Belgaum to Rámghát ...	30	0	.....		30	0	Not known...	1,270
	Do. from Piranvádi to Chorla up to Kasmali in the Belgaum Táluka	10	2,640	.....		10	2,640	Do. ...	1,522
	Carried over ...	40	2,640	.....		40	2,640	.....	.....
		283	2,564	77	4,647	361	1,931	.....	.....
	Carried over Totals, I, II and III ...	262	5,204	66	2,007	329	1,931	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		262	5,264	66	2,007	329	1,931	.....	.....	
	Brought forward ...	283	2,564	77	4,647	361	1,931	.....	.....	
		40	2,640	.....		40	2,640	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Road from Piranvádi to Chorla up to Kasmali in the Khánápur Táluka	20	0	.....		20	0	Not known ..	968	
	Do. from Chikodi to Kurundvád ...	14	0	.....		14	0	Do. ...	499	
	Do. from Saundalgi to Borgaon ...	18	0	.....		18	0	Do. ...	732	
	Do. from Chikodi to Hukeri ...	14	0	.....		14	0	Do. ...	632	
	Do. from Hukeri to Yamkanmardi.	7	0	.....		7	0	Do, ...	.....	
	Do. from Athni to Bijápur ...	21	0	.....		21	0	Do. ...	2,043	
Belgaum ...	Do. from Gokák to Athni ...	12	0	.....		12	0	Do. ...	316	
	Do. from Gokák to Arbhavi ...	3	0	.....		3	0	Do. ...	150	
	Do. from Athni to Satti ...	12	0	.....		12	0	Do. ...	1,733	
	Do. from Gokák to Marihal ...	26	0	.....		26	0	Do. ...	2,316	
	Talevádi Road	3	0	.....		3	0	Do. ...	79	
	Road from Kowdal to Honkal ...	3	0	.....		3	0	Do. ...	99	
	Chorlaghát Road	3	0	.....		3	0	Do. ...	80	
	Road from Murgod to Bidi	21	0	.....		21	0	Do. ...	1,321	
	Do. from Manoli to Saundatti ...	7	0	.....		7	0	Do. ...	743	
	Total, Belgaum District ...	224	2,640	.....		224	2,640	.....	.....	

Kánara ...	Coast road from Amadalli to Honávar, *viâ* Bankikodla, Gokarn and Kumta	37	3,880	.....	37	3,880	Not known.	1,377	
	Road from Ankola to Devtikol *viâ* Hiregutti, Mirjan, Chandaver, Honávar, Bhatkal, &c. ...	64	0	.....	64	0	Not known.	3,293	
	Do. from Siddápur to Mysore Frontier	5	0	.....	5	0	261	175	
	Do. from Siddápur to Manemane .	9	0	.....	9	0	22	187	
	Do. from Siddápur to Kangod ...	6	0	.....	6	0	17	129	
	Do. from Menshi to Kalmane ...	8	2,640	.....	8	2,640	29	300	
	Do. from Bilgi to Rambapur ...	8	1,760	.....	8	1,760	Not known.	189	
	Do. from Dodamane to Surgul ...	4	2,640	.....	4	2,640	97	172	
	Do. from Balkop to Nilkund ...	3	2,640	.....	3	2,640	200	139	
	Do. from Siddápur to Nilkund ...	20	0	.....	20	0	656	56	
	Do. from Siddápur to Mankibyle...	18	0	.....	18	0	538	650	
	Do. from Ballekop to Kolgebis ...	8	0	.....	8	0	Not known.	194	
	Do. from Sirsi to Sonda *viâ* Hallekal	14	830	.....	14	830	210	361	
	Do. from Kengeri to Santpur ...	2	0	.....	2	0	202	43	
	Do. from Katur to Umachgi ...	18	0	.....	18	0	62	296	
	Do. from Halekal to Menshi ...	14	0	.....	14	0	Not known.	294	
	Do. from Ajilbil to Bulgar ...	4	0	.....	4	0	Do. ...	95	
	Do. from Kurshi to Devanhalli ...	6	0	.....	6	0	63	185	
	Do. from Kolgebis to Hirur ...	4	0	.....	4	0	Not known.	148	
	Do. from Banwashi to Malgi ...	11	0	.....	11	0	91	394	
	Do. from Hilun to Sirsi *viâ* Wádighát	36	0	.....	36	0	Not known.	388	Transferred to Public Works Department during 1890-91.
	Do. from the junction of the Koney Sezwad Road to Bingi pier *viâ* Bingighát	3	0	.....	3	0	Do. ...	119	
	Do. from Koney to Gudehalli ...	5	0	.....	5	0	Do. ...	47	
	Carried over ...	309	3,830	.....	309	3,830	.....	.....	
		507	5,204	77 4,647	585	4,571	.....	.....	
	Carried over Totals, I, II and III ...	262	5,204	66 2,007	329	1,331	.....	.....	

LOCAL FUNDS ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		262	5,204	66	2,007	329	1,931	.....	.....	
	Brought forward ...	507	5,204	77	4,647	585	4,571	.....	.....	
		309	3,830	.....		309	3,830	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Road from Sezwad to Amadali *viâ* Hayder Ghát	8	0	.....		8	0	Not known.	198	
	Do. from Sadáshivgad to Kadra ...	21	0	.....		21	0	Do. ...	700	
	Do. from Sezwád to Bellur ...	8	0	.....		8	0	Do. ...	74	
	Do. from Chandia to Kodar ...	5	0	.....		5	0	Do. ...	64	
	Do. from Sezwad to Idgundi *viâ* Kaiga Ghát	42	0	.....		42	0	Do. ...	1,124	
	Do. from Ramangulli to Kodlegade.	3	0	.....		3	0	500	101	
	Do. from Avarsa to Tergamet ...	2	0	.....		2	0	Not known.	45	
	Do. from Bellikeri to Hattikeri ...	2	0	.....		2	0	72	62	
	Do. from Gundbala to Agsur ...	3	2,640	.....		3	2,640	203	94	
	Do. from Hittal Kargadi to Magodi	7	0	.....		7	0	109	259	
	Do. from Balgar to Idgundi ...	5	0	.....		5	0	131	273	Constructed in 1888-89.
Kánara—*contd.*	Do. from Mundgod to Indur ...	7	0	.....		7	0	100	258	
	Do. from Haliyál to Kavalvad ...	12	0	.....		12	0	381	557	
	Do. from Haliyál to Santmani ...	5	0	.....		5	0	210	238	
	Do. from Bhagvati to Powtalli ...	18	0	.....		18	0	Not known.	482	
	Do. from Ulvi to Kumbarváda ...	13	0	.....		13	0	231	186	
	Do. from Usoda to Anmod *viâ* Jagalbet	18	2,640	.....		18	2,640	Not known.	635	
	Do. from Ankola to Balegoli ...	0	1,760	.....		0	1,760	894	.....	New Road.
	Do. from Targade to Kowthali ...	2	0	.....		2	0	145	.....	Transferred to P. W. D. during 1890-91.

	Road from Kodgerni to Yermaki ...	13	0	.....	13	0	170	72	Constructed in 1888-89.
	Herur Lucky Sawal Balur Road ...	9	0	.....	9	0	133	218	Do. in 1889-90.
	Kadra Road to Karka Road ...	1	0	.....	1	0	100	500	Do. do.
	Road from Guidanadi to Castle Rock.	3	0	.....	3	0	54	149	
	Total, Kánara District ...	518	310	.....	518	310	.....	.....	
	Gotgodi-Dhunsi Road	2	3,960	.....	2	3,960	Not known...	270	
	Dhárwár-Annigeri Road in the Hubli Táluka	10	0	.....	10	0	2,502	98	
	Sherewad-Kundgol Road	2	2,640	.....	2	2,640	2,161	176	
	Hubli-Byahatti Road	1	2,640	7 2,640	9	0	32	88	
	Kalghatgi-Kudligi Road	8	0	.....	8	0	136	215	
	Hubli-Hulkop road	5	2,640	.....	5	2,640	49	100	
	Mishrikoti Branch Road	2	0	.....	2	0	745	45	
Dhárwár ...	Roads in the town of Kalghatgi ...	1	2,640	.....	1	2,640	725	99	
	Advisomapur branch Road	1	3,960	.....	1	3,960	534	122	
	Mundargi-Korlhalli Road	6	0	.....	6	0	814	99	
	Road on Bhishma Tank	0	3,960	.....	0	3,960	238	33	
	Karajgi-Agadi Road	3	0	.....	3	0	85	284	
	Alur branch Road	11	0	.....	11	0	363	50	
	Bamanhalli branch Road	3	0	.....	3	0	363	50	
	Shigaon-Mundargi Road	7	2,640	.....	7	2,640	871	447	
	Misrikoti-Riginkeri Road	1	3,960	.....	1	3,960	Not known...	135	
	Total, Dhárwár District ...	68	2,640	7 2,640	76	0	.....	.....	
	Road from Alíbág to Revdánda ...	7	3,960	.....	7	3,960	2,322	1,975	
	Do. from Pen to Khárápada ...	8	0	.....	8	0	Not known...	1,723	
Kolába ...	Do. from Tale to Malathe ...	4	2,640	.....	4	2,640	Do. ...	363	
	Do. from Khandad to Nizámpur ...	6	0	.....	6	0	Do. ...	378	
	Do. from Nizámpur to Birwadi ...	2	2,640	.....	2	2,640	Do. ...	133	
	Total, Kolába District ...	28	3,960	.....	28	3,960	.....	.....	
	Road from Chiplún to Ibrahimpur...	10	1,320	.....	10	1,320	Not known...	519	
	Do. from Dápoli to Soweli ...	22	0	.....	22	0	Do. ...	356	No expenditure appears to have been incurred during 1890-91.
Ratnágiri ...	Do. from Phonda to Málvan *viâ* Ramgad	36	2,640	.....	36	2,640	Do. ...	568	
	Do. from Málvan to Sukalvad ...	17	0	.....	17	0	Do. ...	296	
	Do. from Chauki to Nerur Ferry...	7	0	.....	7	0	Do. ...	221	
	Total, Ratnágiri District ...	92	3,960	.....	92	3,960	.....	.....	
	Carried over ...	1,216	234	85 2,007	1,301	2,241	.....	.....	
	Carried over Totals, I., II. and III.	262	5,204	66 2,007	329	1,931	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	262	5,204	66	2,007	329	1,931	.....	.....	
		1,216	234	85	2,007	1,301	2,241	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*concluded.*									
Sátára	Karád-Masur Road	8	0	.....		8	0	Not known...	505	
	Sátára-Parali Road	6	0	.....		6	0	2,340	457	
	Sátára-Kondne Road	3	0	.....		3	0	486	239	
	Nagewadi-Limb Road	2	0	.....		2	0	251	152	
	Sátára-Yewateshwar Road	4	0	.....		4	0	749	155	
	Yewateshwar-Kas Road	11	0	.....		11	0	Not known...	127	
	Verye-Akla Road	5	0	.....		5	0	580	81	
	Kenhere-Kas Road	7	0	.....		7	0	73	62	
	Mahardare-Yewateshwar Road ...	1	0	.....		1	0	37	60	
	Godawli-Wadhe Road	1	2,640	.....		1	2,640	Not known...	41	
	Sátára-Sangaon Road	2	0	.....		2	0	Do. ...	40	
	Wái-Kowthe Road	2	2,640	.....		2	2,640	81	57	
	Medha-Kudál Road	8	0	.....		8	0	1,150	321	
	Vita-Pusesávli Road	22	0	.....		22	0	18	393	
	Vita-Kundal Road	6	0	11	0	17	0	130	90	New road.
	Nahvi-Deur Road	24	0	.....		24	0	271	675	
	Shirambe-Rahimatpur Road ...	3	0	.....		3	0	613	165	
	Pimpode-Adarki Road	5	0	.....		5	0	120	440	
	Sap-Rahimatpur Road	2	0	.....		2	0	90	172	
	Miraj-Pandharpur Road	10	2,640	.....		10	2,640	112	469	

	Tásgaon-Bhose Road	5	0	.....		5	0	Not known ...	154	
	Pusesávli-Shingnápur Road... ...	34	0	.....		34	0	168	984	
	Total, Sátára District ...	172	2,640	11	0	183	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	1,105	310	18	2,640	1,123	2,950	.....	.....	
	CENTRAL DIVISION.									
Ahmednagar ...	Sangamner-Talegaon Road	4	0	.....		4	0	Not known...	315	Average for 3 years. Construction not in progress. Figures for the cost of completed construction not available.
	Road from Shrígonda Mámlatdár's Office to Kharda-Kashti Road ...	0	2,640	.....		0	2,640	*1,274	50	No expenditure was incurred during the year.
	Nagar-Takli Road	9	0	.....		9	0	Not known...	83	
	Total, Ahmednagar District ...	13	2,640	.....		13	2,640	.....	.....	
Poona	Road from Mahalungu to join the Poona-Násik Road *viâ* Bhama River.	4	0	.....		4	0	Not known...	184	Average of 4 years.
	Road from Jejuri to Dewaghat ...	14	0	.....		14	0	Do. ...	212	Do. of 3 years.
	Road from Supa to Pátas	9	0	.....		9	0	Do. ...	137	Do. of 2 years.
	Total, Poona District ...	27	0	.....		27	0	.....	.....	
Sholápur ...	Road from Mohol to Pandharpur ...	24	0	.....		24	0	Not known...	630	
	Do. from Sholápur to Pandharpur.	38	0	.....		38	0	625	2,028	
	Do. from Sholápur to Bársi ...	42	0	.....		42	0	1,329	2,172	
	Do. from Bársi Road Station to Tembhurni	15	0	.....		15	0	331	586	
	Do. from Pandharpur to Sátára ...	26	0	.....		26	0	913	920	
	Do. from Pandharpur to Karád ...	25	0	.....		25	0	862	413	
	Do. from Pandharpur to Poona ...	47	0	.....		47	0	107	718	
	Do. from Tembhurni to Pandharpur	16	0	.....		16	0	116	98	
	Do. from Sholápur to Tuljápur ...	10	0	.....		10	0	Not known...	502	
	Do. from Sholápur to Akalkot ...	15	0	.....		15	0	544	584	
	Do. from Karmála to Aljapur ...	8	0	.....		8	0	1,300	286	
	Do. from Karmála to Jategaon ...	8	0	.....		8	0	286	293	
	Do. from Sángola to Sholápur *viâ* Andhalgaon	34	0	.....		34	0	958	289	
	Do. from Tembhurni to Málsiras...	25	0	.....		25	0	209	420	
	Total, Sholápur District ...	333	0	.....		333	0	.....	.....	
	Carried over ...	1,762	234	96	2,007	1,858	2,241	.....	... ..	
	Carried over Totals, I, II and III...	262	5,204	66	2,007	329	1,931	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	262	5,204	66	2,007	329	1,931	.....	.....	
		1,762	234	96	2,007	1,858	2,241	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*concluded.*									
Khándesh ...	Yával-Sangwi Road	4	0	1	0	5	0	1,253	.....	
	Ráver Station Road	1	2,640	.....		1	2,640	6,000	143	
	Road from Sirsoli Station to Sirsoli village	1	2,640	.....		1	2,640	1,000	597	
	Jalgaon-Asoda Road	2	2,640	0	2,640	3	0	1,021	300	
	Jalgaon-Mehrun Road	1	2,640	.....		1	2,640	533	70	
	Nasirábad-Bhusával Road	0	3,960	1	1,320	2	0	2,000	100	
	Neri-Mhasvad Road...	2	0	.....		2	0	860	323	
	Jámner-Tákli Road	1	0	.....		1	0	1,000	375	
	Jámner-Waghari Road	2	0	.....		2	0	1,586	221	
	Ajanta-Jamti Road	1	0	.....		1	0	350	.....	
	Jámner-Bhusával Road	1	0	.....		1	0	2,597	119	
	Dondaicha-Sháháda road (portion from Sárangkheda to Sháháda) ...	.....		9	0	9	0	.....	.....	
	Varangaon-Udhali Road	5	0	.....		5	0	.....	240	
	Bodvad-Nadgaon road	2	0	0	2,640	2	2,640	.....	510	
	Nadgaon-Barhanpur Road (portion from Nadgaon to the limit of village of Ichapur)	24	0	.....		24	0	.....	303	
	Total, Khándesh District ...	49	3,960	12	1,320	62	0	... ..	.....	
	TOTAL, CENTRAL DIVISION ...	423	1,320	12	1,320	435	2,640	.....	.....	
	Total (IV) Muram Roads, drained throughout, but the large Rivers not bridged...	1,548	4,270	42	1,320	1,591	310	.....	.....	

V.—VILLAGE OR CLEARED ROADS.

Northern Division.

Ahmedabad ...	Road from Ahmedabad to Kuha ...	16	0	.....	16	0	553	272	
	Do. from Rajiapir to join Naroda and Valad Road.	2	0	.....	2	0	68	29	
	Do. from Nadej to Barejri Station.	0	1,600	.....	0	1,600	Not known...	21	
	Do. from Asarwa to the Railway Crossing near Kalupur Gate.	0	3,800	.....	0	3,800	Do. ...	88	
	Do. from Naroda road to the Bora's Rooza	0	1,300	.....	0	1,300	1,832	33	This road was made in 1887-88 and was repaired in 1890-91.
	Do. from Naroda to Piplode *viâ* Prántij	24	0	.....	24	0	156	695	
	Do. from Ahmedabad to Dholka ...	23	0	.....	23	0	1,957	772	
	Do. from Rampura to Dekawada ...	5	2,700	.....	5	2,700	424	23	Cost of repairs for 1890-91.
	Do. from Viramgám to Mándal ...	14	0	.....	14	0	1,200	321	Cost of repairs for three years. Partly drained and bridged.
	Do. from Zund to Mándal... ...	8	4,730	.....	8	4,730	359	296	Cost of repairs for 1887-88.
	Do. from Sánand (miles 15) to the Railway Crossing near Viramgám Rahiapuri Gate .	20	4,970	.....	20	4,970	Not known...	1,261	Partly embanked and drained.
	Do. from Sánand town to the Local Fund road and thence to Ragabhai's well	0	1,950	.....	0	1,950	Do. ...	74	Embanked and drained.
	Do. from Prántij to Harsol Camp .	12	0	.....	12	0	249	124	
	Do. from Dholka to Sahij... ...	5	0	.....	5	0	2,650	632	Partly embanked and drained and partly cleared.
	Do. from Dholka to Bowla ...	9	0	.....	9	0	461	453	
	Do. from Choloda to Saroda ...	3	0	.....	3	0	982	57	
	Do. from Dholka to Koth on the way to Dhandhuka.	18	0	.. ...	18	0	Not known...	279	
	Do. from Sahij to Vantha... ...	3	0	.....	3	0	Do. ...	84	
	Do. from Khanpur to Gangad ...	8	0	.....	8	0	Do. ...	132	
	Do. from Dhandhuka to Dholera...	16	0	.....	16	0	12	800	
Carried over ...		189	5,210	.....	189	5,210	.....	.....	
		1,811	4,194	108 3,327	1,920	2,241	.....	.....	
Carried over Totals, I, II, III and IV		1,811	4,194	108 3,327	1,920	2,241	.....	.....	

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LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		189	5,210	.....		189	5,210	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*continued.*									
Ahmedabad—*continued.*	Road from Dholera to Whittle Bandar	8	0	.....		8	0	1,664	1,670	
	Do. from Ranpur to Barwala ...	16	0	.....		16	0	33	240	
	Do. from Ambapura to Multan Tank	0	1,500	.....		0	1,500	266	62	
	Do. from Khus to Bhimnáth ...	16	0	.....		16	0	138	140	
	Do. from Dhandhuka to Phedra ...	7	0	.....		7	0	Not known...	113	
	Do. from Sodhi to Barwalla ...	7	0	.....		7	0	Do. ...	100	
	Do. from Gogo to Mahuva Bady Padwa Road	15	0	.....		15	0	.....	246	
	Do. from Tagdi to Nana Khokhra.	9	0	.....		9	0	.....	113	
	Total, Ahmedabad District ...	268	1,430	.....		268	1,430	.....	.....	
	Road from Hope Bridge to Bhatta...	4	2,640	.....		4	2,640	1,327	565	
	Do. from Surat to Bárdoli ...	5	2,640	.....		5	2,640	4,553	1,509	
	Do. from Surat Railway Station to Varacha	3	2,640	.....		3	2,640	Not known...	404	
	Do. from Signápur to Variáv ...	2	0	.....		2	0	1,986	94	
	Do. from Jehangirpura to Variáv .	3	0	.....		3	0	Not known .	91	
	Do. from Mujura Gate to Khajod .	4	0	.....		4	0	2,208	522	
	Do. from Ránder to Kundiana ...	2	0	.....		2	0	Not known .	90	

	Do. from Bambawadi to Hajamdi's well	1	2,640	.....		1	2,640	Do. ...	267
	Do. from Mandni to Devgad ...	9	0	.....		9	0	218	289
	Do. from Foolvádi to Maldha ...	2	0	.....		2	0	35	59
	Do. from Bárdoli to Uchhrel ...	9	0	.....		9	0	546	451
	Do. from Motifalod to Ghoda Khadi	7	0	.....		7	0	Not known .	171
	Do. from Bárdoli to Tajpor Junction	1	2,640	.....		1	2,640	434	391
	Do. from Tajpor Junction to Bajipura	10	0	.....		10	0	660	473
	Do. from Tajpor Junction to Vánkáner	4	0	.....		4	0	853	195
	Do. from Sarbhon to Sejwar ...	7	0	.....		7	0	425	89
	Do. from Bárdoli to Supa ...	12	0	.....		12	0	1,998	486
	Do. from Vánkáner to Válod ...	6	0	.....		6	0	3,939	290
	Do. from Válod to Buhari ...	6	0	.....		6	0	1,973	236
	Do. from Bárdoli to Kedareshvar Mahádev	1	2,640	.....		1	2,640	600	48
	Do. from Olpád to Kadrama ...	8	0	.....		8	0	2,225	885
Surat	Do. from Vadoli to Kim ...	7	0	.....		7	0	457	336
	Do. from Kim to Kudsad	1	0	.....		1	0	Not known .	33
	Do. from Ránder to Bhagva Dándi	12	0	.....		12	0	Do. ...	412
	Do. from Wirwadi to Mouldhara ...	.....		2	0	2	0	Do. ...	10
	Mangalia-Mora Road	1	0	.....		1	0	334	170
	Lilapur Village Road	0	568	.....		0	568	Not known .	17
	Road from Lilapur to Bhedhili ...	0	3,960	.....		0	3,960	753	65
	Abrama Village Road	0	3,000	.....		0	3,000	1,658	8
	Kadaia-Owara road	0	2,640	... ..		0	2,640	2,562	70
	Road from Untoli tank towards Dungri Railway Station ...	0	3,900	.....		0	3,900	2,766	24
	Do. from Bulsár to Tithal... ...	2	1,320	.....		2	1,320	4,060	553
	Zujna Village Road	0	3,960	.....		0	3,960	400	4
	Pardi-Haria Road	0	2,000	.....		0	2,000	3,343	2
	Haria Village Road	0	1,500	.....		0	1,500	Not known .	3
	Dived Village Road	0	2,000	.....		0	2,000	826	2
	Carried over ...	136	3,728	2	0	138	3,728	.....	.....
		2,080	344	108	3,327	2,188	3,671	.....	.. ...
	Carried over Totals, I, II, III and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	2,080	344	108	3,327	2,188	3,671	.....	.....	
		136	3,728	2	0	138	3,728	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Surat—*concld*...	Road from Dungri Railway Station to Utara	0	2,640	.....		0	2,640	796	9	
	Degám Village Road	1	0	.....		1	0	150	60	
	Khergaon Dispensary Road... ...	0	1,320	.....		0	1,320	Not known	9	
	Road from Chikhli to Khergaon ...	1	0	8	0	9	0	Do. ...	132	
	Alipur Village Road...	0	1,320	.....		0	1,320	Do. ...	.....	
	Rankuva Village Road	0	2,640	.....		0	2,640	494	27	
	Wanjna Village Road	0	1,760	.....		0	1,760	600	.....	
	Endhel Village Road	0	3,520	.....		0	3,520	Not known	63	
	Road from Surkhari to Kharoli ...	1	0	2	3,960	3	3,960	Do. ...	48	
	Total, Surat District ...	142	1,088	12	3,960	154	5,048	.....	.....	
	Road from Broach to Dehej ...	25	0	.....		25	0	46	1,142	
	Derol-Vágra Road	8	0	.....		8	0	56	446	
	Broach to Sukaltirth Road... ...	10	0	.....		10	0	27	273	
	Hánsot-Sahol Road	10	0	.....		10	0	43	429	
	Rájpipla frontier Road from Anklesvar to Awadar	10	0	.....		10	0	35	356	
	Dadhal-Kharchi Road	2	0	.....		2	0	168	336	
	Anklesvar to Panoli Road	8	0	.....		8	0	20	158	

Broach... ...	Sahol to Ilare Road	2	0	.....		2	0	34	67	
	Road from Anklesvar to Andada ...	3	0	.....		3	0	39	117	
	Vágra-Kacheri Road	0	2,640	.....		0	2,640	96	48	
	A'mod-Kacheri Road	0	2,640	.....		0	2,640	178	89	
	A'mod-Pálej Road	14	0	.....		14	0	46	651	
	Road from Sarbhon Tank to the village of Mátar	5	0	.....		5	0	18	88	
	Do. from Ámod to Kerwada ...	5	0	.....		5	0	14	70	
	Jambusar to Tankaria Road... ...	10	0	.....		10	0	28	277	
	Jambusar to Kundal Road	3	0	.....		3	0	252	758	
	Jambusar to Kavi Road	15	0	.....		15	0	12	187	
	Jambusar to Degham Road... ...	15	0	.....		15	0	13	190	
	Jambusar to Dabha Road	3	0	.....		3	0	29	87	
	Jafarpor to Bajadra Road	2	0	.....		2	0	44	87	
	Total, Broach District ...	151	0	.....		151	0	.....	.....	
Panch Mahals ...	Road from Sehera to Timba ...	15	0	.....		15	0	.....	.....	
	Total, Panch Mahals District ...	15	0	.....		15	0	.....	.....	
Thána	Dánda to Dativre Road	6	0	.....		6	0	Not known .	49	
	Saya Khind Road	1	0	.....		1	0	Do. ...	15	
	Sháhápur to Dolkhamb Road ...	14	0	.....		14	0	Do. ...	40	
	Road from Shiroshi to Chochre ...	6	0	.. ...		6	0	Do. ...	200	
	Do. from Mhasey to Potgaon ...	2	0	.....		2	0	Do. ...	100	
	Do. from Murbád to Temegaon ...	1	0	.....		1	0	Do. ...	75	
	Do. from Vaishakhre to Zasghar ...	2	0	.....		2	0	Do. ...	15	
	Do. from Bhiwndi to Khudki ...	8	0	.....		8	0	Do. ...	153	
	Do. from Dáhánu to Chinchnee ...	6	0	.....		6	0	Do. ...	27	
	Umbergaon to Sunjan ...	6	0	.....		6	0	Do. ...	8	
	Khedli-Talowli Madwal ...	2	0	.....		2	0	Do. ...	15	
	Dahavali to Hul	5	0	3	0	8	0	Do. ...	109	The road has made no progress during the year.
	Sháhápur to Batsai River	0	2,640	.....		0	2,640	Do. ...	530	
	Total, Thána District ...	59	2,640	3	0	62	2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	635	5,158	15	3,960	651	3,838	.....	.....	
	Carried over ...	2,447	4,072	124	2,007	2,572	799	.....	.....	
	Carried over Totals, I, II, III and IV	1,811	4,194	108	3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	2,447	4,072	124	2,007	2,572	799	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION.									
Belgaum ...	Road from Bágevádi to Bhendigiri .	2	0	.....		2	0	Not known ..	180	
	Do. from Halkarni to meet Amboli Road	1	0	.....		1	0	Do. ...	508	
	Do. from Chandgad to Shirgaon ...	2	0	.....		2	0	Do. ...	170	
	Do. from Chandgad to Parle ...	6	0	.....		6	0	Do. ...	351	
	Do. to Mudalgi	0	1,320	.....		0	1,320	Do. ...	50	
	Do. leading to Bailhongal ...	0	3,960	.....		0	3,960	Do. ...	30	
	Do. from Sampgaon to Nesurgi ..	8	0	.....		8	0	Do. ...	30	
	Do. leading to the town of Kháná-pur	0	2,640	.....		0	2,640	Do. ...	143	
	Do. leading to Nandgod	0	2,640	.....		0	2,640	Do. ...	38	
	Do. do. Bidi	0	2,640	.....		0	2,640	Do. ...	.....	
	Do. from Nandgod to Talewadi ...	2	0	.....		2	0	Do. ...	.....	
	Do. from Daddi to Yemkanmurdi .	7	0	.....		7	0	.....	892	
	Total, Belgaum District ...	30	2,640	.....		30	2,640	.....	.....	
	Bijápur-Indi Road	29	0	.....		29	0	Not known...	501	
	Indi to Majari-Indi Road	2	0	.....		2	0	Do. ...	162	Not repaired during the year, to be repaired whenever necessary.
	Road from Burdol to Nimbargi ...	4	0	.....		4	0	Do. ...	416	
	Do. from Indi to Mavinhali ...	2	2,640	.....		2	2,640	Do. ...	200	Actual cost of repairs, 1888-89.
	Jalihal to Shirur Road	27	0	.....		27	0	Do. ...	1,200	Repaired in 1886-87 only.

Bijápur ...	Shindgi-Almel Road	12	0	.....	12	0	Do. ...	436	
	Shindgi-Balgaur Road	9	0	.....	9	0	Do. ...	517	
	Muddebihál-Nalatwad Road ...	12	0	.....	12	0	Do. ...	255	
	Almati-Yelgur Road	3	0	.....	3	0	Do. ...	79	
	Muddebihál-Talikot Road	18	0	.....	18	0	Do. ...	329	
	Bágevádi-Kolhar Road	21	0	.....	21	0	Do. ...	1,609	
	Bágevádi-Havin-Hippargi Road ...	8	0	.....	8	0	Do. ...	138	Not repaired during the year.
	Bágevádi to Bijápur *viâ* Managoli .	25	3,960	.....	25	3,960	Do. ...	186	
	Managoli-Mulwad Road	8	0	.....	8	0	Do. ...	340	
	Roads from Mulwad to Kolhar and Baloti	31	0	.....	31	0	Do. ...	54	
	Kaládgi-Mudhol road from Kaládgi to Algundi	5	0	.....	5	0	Do. ...	501	
	Bilgi-Badgandi Road	2	0	.....	2	0	Do. ...	450	
	Bágalkot-Haveli Road	0	2,640	.....	0	2,640	Do. ...	359	Constructed in 1887-88.
	Bágalkot-Bennur Road	9	0	.....	9	0	Do. ...	143	
	Kaládgi-Badgandi Road	13	0	.....	13	0	Do. ...	.....	Not repaired during the last 5 years.
	Road from Sonn to the Krishna River	0	3,000	.....	0	3,000	Do. ...	149	Repaired in 1885-86 only.
	Do. from Bádámi to Bádámi Railway Station	3	0	.....	3	0	Do. ...	328	
	Indi-Horti Road	12	0	.....	12	0	Do. ...	304	
	Road from Nimbal to Tadvalga ...	6	0	.....	6	0	Do. ...	298	
	Do. Hatargi to Mirichual ...	4	0	.....	4	0	Do. ...	157	
	Do. Salotgi to Sangoji ...	10	0	.....	10	0	Do. ...	497	
	Do. Chadchan to Nimbargi ...	6	0	.....	6	0	Do. ...	168	Repaired by the Board during 1889-90.
	Do. Jagjiwanji to Sholapur-Belari Road ...	8	0	.....	8	0	Do. ...	399	
	Do. Bardol to Jagjiwanji ...	8	0	.....	8	0	Do. ...	255	
	Do. Chick Shindgi to Sugthan.	15	0	.....	15	0	Do. ...	487	
	Do. Yelgur to Nidgundi ...	3	0	.....	3	0	Do. ...	250	
	Do. Badgi to the Krishna River	0	420	.....	0	420	Do. ...	450	Repaired during 1889-90 only.
		317	2,100	.....	317	2,100	.....	.....	
	Carried over ...	2,478	1,432	124 2,007	2,602	3,439	.....	.....	
	Carried over Totals, I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		2,478	1,432	124	2,007	2,602	3,439	.....	.....	
		317	2,100	.....		317	2,100			
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	Southern Division—*continued.*									
Bijápur—*concluded.*	Tambe-Atharga Road	9	0	.....		9	0	Not known...	200	Repaired in 1890-91 only.
	Road from Nimbal Station to Horti	3	0	.....		3	0	Do. ...	148	Do.
	Do. from Yenkanchi to Golgeri ...	9	0	.....		9	0	Do. ...	314	Do.
	Shindgi-Kárwár Road	15	0	.....		15	0	Do. ...	746	Do.
	Do. Gole Savalgi	15	0	.....		15	0	Do. ...	495	Do.
	Road passing on the Badgandi Durga to join the Sholápur-Hubli Road...	13	0	.....		13	0	Do. ...	206	Do.
	Total, Bijápur District ...	381	2,100	.....		381	2,100	.....	.....	
	Road from Mirjan to Nagur ...	4	0	0	2,640	4	2,640	133	125	
	Do. from Kumta to Murur ...	3	0	.....		3	0	633	292	
	Do. from Kumta to Halkar ...	1	2,620	.....		1	2,620	19	23	
	Do. from Soundihittal to Divgi ...	2	0	.....		2	0	16	25	
	Do. from Walgalli to Oorkery ...	2	0	.....		2	0	233	148	
	Do. from Upinpattan to Shirgungi	2	0	.....		2	0	75	27	
	Do. from Mirjan to Kumta ...	5	0	.....		5	0	33	170	
	Do. leading to the Gokarn Bungalow	0	2,640	.....		0	2,640	947	122	
	Kasarkode-Termaki Road	5	2,640	0	2,640	6	0	71	255	
	Honávar-Hadinball Road	4	0	.....		4	0	124	212	

	Kerekoney-Salkod Road	10	0	.....	10	0	26	144		
	Duggur-Gankarbhavi Road... ...	0	2,640	.....	0	2,640	Not known...	24		
	Kirkar-Chandavar Road	2	2,640	.....	2	2,640	55	20		
	Idgunji Road	1	0	.....	1	0	Not known...	32		
	Kajalli-Mallapur Road	1	2,640	.....	1	2,640	84	10		
	Manki-Chittar Road...	2	2,640	.....	2	2,640	120	32		
	Navaitkerry Road	1	2,640	.....	1	2,640	120	7		
	Chitrapur-Tattihakal Road	1	2,640	.....	1	2,640	Not known...	59		
	Murdeshvar-Kerikatti Road ...	1	0	.....	1	0	Do. ...	48		
	Hebbankeri-Navalgund Road ...	2	2,640	.....	2	2,640	79	71		
	Santgal-Hebbankeri Road	6	0	.....	6	0	57	199		
	Karki-Duggur Road	0	2,640	.....	0	2,640	381	294		
	Honávar-Bhikasta Ferry Road ...	1	0	.....	1	0	Not known...	18		
	Siddápur Town and Village Road ...	6	2,640	.....	6	2,640	Do. ...	240		
	Kámbarkani-Bedkani Road ...	2	2,640	.....	2	2,640	119	44		
	Karkisal-Honchadi Road	1	0	.....	1	0	Not known...	25		
	Road to Jogue Travellers' Bungalow	1	2,640	.....	1	2,640	Do. ...	28		
	Sirsi Village Roads	5	0	.....	5	0	Do. ...	.....		
Kánara ...	Road from Kaiga Road to Kudwad Ferry...	2	2,640	.....	2	2,640	Do. ...	41		
	Do. from Chitakuli to Sawarpai ...	1	2,640	.....	1	2,640	333	72		
	Do. from Asnoti to Kansgiri ...	2	2,640	.....	2	2,640	100	63		
	Do. from Kodibág to Macdonald Pier to Kaiga Road	2	0	.....	2	0	Not known...	184		
	Do. from Sezvad to Balgar Creek .	1	0	.....	1	0	Do. ...	65		
	Do. from Achwa Hebbar's house to join the Waddighát Road...	1	2,640	.....	1	2,640	197	26		
	Do. from Belse to Chandramat ...	1	2,640	.....	1	2,640	217	30		
	Do. from Ankola to Bobravada ...	1	0	.....	1	0	570	24		
	Do. from Avarsa to join the Kárwár main Road	1	0	.....	1	0	109	33	Constructed in 1888-89.	
	Targar Road...	0	2,640	.....	0	2,640	411	47		
	Yellápur Town and Village Roads...	3	0	.....	3	0	640	331		
	Road to Udanmaki well	0	3,960	.....	0	3,960	33	20		
	Mundgod Village Roads	1	0	.....	1	0	100	129		
	Haliyál do.	5	2,640	.....	5	2,640	167	250		
	Carried over ...	103	1,300	1 0	104	1,300	.....	.....		
		2,859	3,532	124 2,007	2,984	259	.....	.....		
	Carried over Totals, I, II, III, and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....		

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	2,859	3,532	124	2,007	2,984	259	.....	.....	
		103	1,300	1	0	104	1,300	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara—*concld.*	Road from Sadasivgad Church to join the Main road...	0	500	.....		0	500	588	.....	
	Bhatkal Bunder Road	3	0	.....		3	0	.....	30	
	Road from Belgi to Bedrakani ...	4	0	.....		4	0	200	80	
	Do. from Májale Ramnath temple to join the Main road	0	2,100	.....		0	2,100	251	.....	
	Total, Kánara District ...	110	3,900	1	0	111	3,900	.....	.....	
	Hosahubli-Gopankop Road... ...	5	0	.....		5	0	17	31	
	Halehubli-Gabbur Road	3	0	.....		3	0	33	66	
	Do. Katnur Road	4	0	.....		4	0	30	88	
	Hubli-Arlikatti Road	2	3,960	.....		2	3,960	360	46	
	Roads round the town of Bankápur.	1	0	.....		1	0	499	99	
	Road from Shiggaon to the District Bungalow	0	2,640	.....		0	2,640	56	28	
	Roads in the town of Shiggaon ...	0	2,640	.....		0	2,640	204	102	
	Country Roads	1	0	.....		1	0	293	283	
	Navalgund-Padesur Road	2	0	.....		2	0	8	16	
	Do. Algodi Road	6	0	.....		6	0	10	58	
	Do. Arekurhatti Road ...	3	0	.....		3	0	8	23	
	Do. Gudsagar Road... ...	4	0	.....		4	0	6	25	
	Do. Hunsikatti Road ...	9	0	.....		9	0	1	10	
	Do. Kolvad Road	5	0	.....		5	0	6	30	

Dhárwár ...	Annigeri-Mujigudd Road	3	0	.....	3	0	3	10
	Kolvad-Dundur Road	4	0	.....	4	0	1	3
	Navalgund-Gobergumpi Road ...	3	0	.....	3	0	2	7
	Do. Yamnúr Road	3	0	.....	3	0	17	50
	Kalghatgi Country track	1	0	.....	1	0	101	101
	Bedli-Nalla slope road	0	1,320	.....	0	1,320	80	21
	Kittur-Adnur Road	1	0	.....	1	0	13	13
	Padesur-Tirlápur Road	5	0	.....	5	0	9	44
	Navalgund-Belvatgi Road	2	0	.....	2	0	5	10
	Annigeri-Manakvad Road	4	0	.....	4	0	1	3
	Arekurhatti-Byahatti Road... ...	3	0	.....	3	0	9	28
	Annigeri-Kurtkot Road	3	0	.....	3	0	10	30
	Roads in the village of Annigeri ...	1	0	.....	1	0	15	15
	Annigeri-Hallikeri Road	5	0	.....	5	0	6	31
	Navalgund-Ibrámpur Road... ...	5	0	.....	5	0	5	25
	Annegeri-Kolvad Road	5	0	.....	5	0	3	17
	Hallikeri-Adnur Road	1	2,640	.....	1	2,640	10	15
	Navalgund-Hallikeri Road	6	0	.....	6	0	2	13
	Annigeri-Kondikop Road	3	0	.....	3	0	6	20
	Yamanur-Hebli Road	5	0	.....	5	0	9	45
	Chikwad-Dundur Road	6	0	.....	6	0	2	12
	Annigeri-Sisanhal Road	4	0	.....	4	0	4	18
	Sisanhalli-Nalvadi Road	3	0	.....	3	0	3	12
	Country track from Lakundi to Gadag	6	0	.....	6	0	9	15
	Country track from Lakundi to Jantli	0	1,320	.....	0	1,320	595	24
	Do. track from Gadag to Kalsapur	4	0	.....	4	0	2	8
	Do. track from Mevundi to Harlapur	4	0	.....	4	0	22	88
	Do. from Hirekeri to Basrihatti	0	2,640	.....	0	2,640	200	100
	Do. from Havasbhavi to the junction of Harihar-Samasgi Road ...	1	0	.....	1	0	100	100
	Road from Andaniswami Matha to Kambarkulmi	0	1,320	.....	0	1,320	77	19
	Carried over ...	139	2,640	.....	139	2,640	.....	.....
		2,970	2,152	125 2,007	3,095	4,159	.....	.....
	Carried over Totals, I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	180	3,327	1,920	2,241	.....	.....	
	Brought forward ...	2,970	2,152	125	2,007	3,095	4,159	.....	.....	
		139	2,640	.....		139	2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION.—*concluded.*									
Dhárwár—*concld.*	Road from Vithoba's temple to Chavki Matha	0	1,320	.....		0	1,320	40	10	
	Do. from Mahálkari's Kacheri to the nála in Mundargi ...	0	2,640	.....		0	2,640	794	5	
	Do. from Hanuman's temple to Police Gate, Mundergi ...	0	2,640	.....		0	2,640	56	28	
	Do. from Betigeri to Huilgol ...	0	1,320	.....		0	1,320	796	62	
	Country track in Ron Town ...	0	660	.....		0	660	490	50	
	Do. track from Navalgund-Ron-road to Malápur Station	0	660	.....		0	660	440	55	
	Road from Rajur to Gajendragad ...	2	1,320	.....		2	1,320	53	120	
	Do. from the village of Alur to the Alur Station	0	3,960	.....		0	3,960	235	176	
	Abbigeri-Nargeal Road	3	2,640	.....		3	2,640	31	107	
	Naregal-Kotumchigi Road	2	2,640	.....		2	2,640	41	102	
	Country tracks in Hángal	1	0	.....		1	0	240	240	
	Masur-Samasgi Road	15	2,640	.....		15	2,640	62	960	
	Hirekerur-Shikárpur Road ...	7	3,960	.....		7	3,960	105	820	
	Holibikond-Motebennur Road ...	3	3,960	.....		3	3,960	171	640	
	Country road from Tavergi to Kod...	5	0	.....		5	0	20	101	
	Naregal-Jakali Road	0	1,320	.....		0	1,320	200	50	
	Malapur Dharamshala Road ...	0	1,320	.....		0	1,320	1,350	100	
	Total, Dhárwár District ...	183	3,960	.....		183	3,960	.....	.....	

Sátára	Ashta-Shegaon Road	6	0	.....		6	0	50	124		
	Ashta-Shirála Road	16	0	.....		16	0	37	332		
	Islámpur-Válva Road	8	0	.....		8	0	50	48		
	Road to river Warna at Dudhagaon .	0	2,640	.....		0	2,640	Not known...	64		
	Ladegaon-Shegaon Road	4	0	.....		4	0	Do. ...	32		
	Warna-Valley Road	10	0	24	0	34	0	1,119	546		
	Track to Jakatwadi	0	2,640	.....		0	2,640	Not known...	30		
	Track behind the old Telegraph Office	0	2,640	.....		0	2,640	Do. ...	4		
	Wái-Rájevádi Road	7	0	.....		7	0	Do. ...	46		
	Wái-Bawdhán Road	2	2,640	.....		2	2,640	Do. ...	314		
	Islampore-Shenoli Road ...	10	0	.....		10	0	50	173		
	Wái-Dham Road	4	2,640	.....		4	2,640	590	279		
	Wái-Sonjai Road	2	0	.....		2	0	50	49		
	Road to the Dharmshála at Dhandeghar from Surul-Mahábaleshvar Road	0	200	.....		0	200	1,320	9		
	Moerkhind Road	6	0	.....		6	0	42	77		
	Mádha-Gogwe Road	8	0	.....		8	0	Not known...	85		
	Mádha-Bamnoli Road	7	0	.....		7	0	71	228		
	Kas-Mahábaleshvar Road	16	0	.....		16	0	Not known...	28		
	Dahivadi-Gondowli Road	3	0	.....		3	0	39	117		
	Dahivadi-Malowdi Road	3	0	.....		3	0	33	30		
	Sangwad-Marali Road	3	0	.....		3	0	Not known...	106		
	Sátára-Pátan Road	21	0	.....		21	0	910	293		
	Marli-Muldan Road	6	0	.....		6	0	Not known...	159		
	Mala-Morgiri Road	12	0	.....		12	0	25	223		
	Road to Sangwad Ferry	1	0	.....		1	0	1,057	20		
	Aundh-Nandoshi Road	1	2,640	.....		1	2,640	333	58		
	Vádúj-Katerkatao Road	4	0	.....		4	0	121	151		
	Tásgaon-Chinchani Road	3	0	.....		3	0	Not known...	107		
	Road to the village of Tembhu ...	.....		.....		.....		544	.....		These are village roads and the expenditure mentioned was incurred during 1888-89 only.
	Do. to the village of Mohopre ...	.....		.....		.....		600	.....		
	Do. to the river at Kashil... ...	.....		.....		.....		400	.....		
	Kesi-Yerawle Road	1	0	.....		1	0	200	.....		Expenditure during 1888-89 only.
	Válva-Boregaon Road	6	0	.....		6	0	107	83		
	Urun-Kameri Road...	4	0	.....		4	0	100	.....		
	Carried over ...	177	200	24	0	201	200	.....	.....		
		3,154	832	125	2,007	3,279	2,839	.....	.....		
	Carried over Totals, I, II, III and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....		

LOCAL FUND ROADS—*continued.*

District.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	19,20	2,241	.....	.....	
	Brought forward ...	3,154	832	125	2,007	3,279	2,839	.....	.....	
		177	200	24	0	201	200	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Road to Chinchner from Sátára-Tásgaon Road	0	2,640	.....		0	2,640	454	.....	No Expenditure during 1888-89.
	Do. to dharmshála at Palsi ...	0	2,640	.....		0	2,640	296	.....	Do. do.
	Chaphel-Charegaon Road	3	0	.....		3	0	166	75	Expenditure during 1889-90 only.
	Akalkhop-Ashta Road	4	0	.....		4	0	150	2	Do. do.
	Road from Krishna Canal to the village of Govari	0	2,640	.....		0	2,640	1,668	182	
	Islámpur-Chikurde Road	12	0	.....		12	0	49	600	
	Bahe-Boregaon Road	4	0	.....		4	0	122	.....	
	Shirála-Shagaon Road	6	0	.....		6	0	50	.....	
	Mangle-Shirála Road	4	0	.....		4	0	50	32	
	Road to the river at Balaoda ...	.....		.....		.....		303	.....	
	Do. do. at Perle	.....		.....		.....		500	.....	
	Do. from Surli to Pandharpur Road	.....		.....		.....		298	.....	
	Do. to Cheregaon ...	.....		.....		.....		100	500	
	Do. from Wathar Dharmshála to Kolhápur Road	.....		.....		.....		Not known...	120	
	Track from Sátára-Kolhápur Road to Bharatgaon	0	2,640	.....		0	2,640	96	15	
	Road to Tásgaon to Chinchner from Sátára-Tásgaon Road	0	1,320	.....		0	1,320	868	16	
	Wái-Ambad Khind Road	6	0	.....		6	0	Not known...	97	

Sátára ...	Wái-Pando Road	2	2,640	.....		2	2,640	Do. ...		100
	Road from Bhinuj to Sátára-Poona Road	0	1,000	.....		0	1,000	Do. ...		40
	Do. from Khandála to Sátára-Poona Road...	0	1,500	.....		0	1,500	1,471		16
	Do. from Lonand Station to Sátára-Poona Road (old)	0	800	.....		0	800	Not known...		13
	Vita-Pare Road	6	0	.....		6	0	227		49
	Road from Koregaon to Railway Station	0	2,640	.....		0	2,640	Not known...		24
	Do. from Sátára-Poona (old) to Deur Bungalow	.....		.....		.....		Do. ...		44
	Dahiwádi-Mograla Road	2	0	2	0	4	0	49		190
	Tásgaon-Dhávle Road	3	0	.....		3	0	Not known...		59
	Kale-Nandlapur Road	3	0	.....		3	0	Do. ...		250
	Peth-Válva Road	8	0	.....		8	0	49	.....	
	Road to the Krishna River Arle ...	0	60	0	90	0	150	62	.....	
	Do. to Revangaon	0	3,200	.....		0	3,200	164	.....	
	Chinchkhind Road	2	0	.....		2	0	Not known...		47
	Road to Palshi	0	2,640	.....		0	2,640	295		48
	Vaduj-Aundh Road...	4	0	3	0	7	0	Not known...		199
	Holichagaon to Mhasurni Road ...	0	2,640	1	2,640	2	0	Do. ...		24
	Váduj Yelmarwádi Road	6	0	.....		6	0	Do. ...		75
	Akalkhop-Audumbar	1	0	.....		1	0	Do. ...		49
	Road to the village gate at Soni ...	.....		.....		.....		Do. ...		12
	Do. in the village gate at Got-Khind	.....		.....		.....		Do. ...		70
	Total, Sátára District ...	258	2,800	30	2,730	289	250	.....		.....
	TOTAL, SOUTHERN DIVISION ...	964	4,840	31	2,730	996	2,290	.....		.....
	CENTRAL DIVISION.									
Násik ...	Sinnar-Vinchur Road	45	0	.....		45	0	3,261		2,408
	Sinnar-Devláli Camp Road ...	16	0	.....		16	0	Not known...		1,274
	Niphád-Pimpalgaon Road	11	0	.....		11	0	813		1,634
	Nándgaon-Málegaon Road	16	0	.....		16	0	861		725
	Pandhari Ghát road, Táluka Nándgaon...	9	0	.....		9	0	Not known...		*482
	Total, Násik District ...	97	0	.....		97	0	.....		.....
	Carried over ...	3,509	3,632	155	4,737	3,665	3,089	.....		.....
	Carried over Totals, I, II, III and IV...	1,811	4,194	108	3,327	1,920	2,241	.....		.....

*Average of 2 years, not repaired in 1890-91.

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,[illegible]				
		3,509	3,632	155	4,737	3,665	2,241	.....	.....	
							3,089	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
	Road from Kusur Khind to Parande.	5	0	.....		5	0			
	Do. from Málsej to Anaghat Road.	36	0	.....		36	0	30	125	Average of 2 years.
	Do. from Junnar to Ralegam ...	8	0	.....		8	0	15	732	
	Do. from Junnar to Dingore ...	7	0	.....		7	0	62	259	
	Do. from Junnar to Kusur ...	3	0	.....		3	0	71	122	
	Do. from Ballalwadi Khind to Otúr.	6	0	.....		6	0	33	52	
	Madhkind Road	5	0	.....		5	0	57		
	Road from Mahalunga to join Poona-Násik Road *viá* Bhama River.	4	0	.....		4	0	0	218	
	Do. from Kalavde to join the Sátára Road	1	0	.....		1	0	50	200	Do. 1 year.
	Do. from Sásvad to Parinche ...	9	0	.....		9	0	Unkno	.....	
	Do. from Chawbli to join Purandhar Fort Road	5	0	.....		5	0	340 Do. wn ...	93	Do. 4 years.
	Do. from Pimpri to join old Sátára Road	1	0	.....		1	0	...	221	
	Do. from Shivre to join Sátára Road	0	2,640	.....		0	2,640	50	191	
	Do. from Kikvi to join the Sátára Road	0	3,960	.....		0	3,960	760	34	Do. 2 years.
	Do. from Sásvad to Supe Khurd ...	1	2,640	.....		1	2,640		20	
	Do. from Jejuri to Borghát ...	7	0	.....		7	0	443 133 Unknown ...	20	Do. 4 years.
									37	Do. do.
									136	Do. do.

Poona ...	Do. from Jejuri to Supa *viâ* Pandeshvar	7	0	.....	7	0	42	169	Do.	3 years.
	Do. from Jejuri to Morgaon ...	6	0	.....	6	0	Unknown ...	231	Do.	4 years.
	Do. from Sásvad to Rise Pise ..	22	0	.....	22	0	Do. ...	309		
	Do. from Walhe to Parinche ...	6	0	.....	6	0	83	259	Do.	3 years.
	Do. from Morgaon to Bárámati ...	20	0	.....	20	0	Unknown ...	446		
	Do. from Indápur to Chandgaon .	13	0	.....	13	0	Do. ...	221	Do.	4 years.
	Do. from Indápur to Sarati ...	10	0	.....	10	0	Do. ...	468		
	Do. from Kumbhargaon to Tavsi.	19	0	.....	19	0	Do. ...	346		
	Do. from Sirúr to Pábal	24	0	.....	24	0	Do. ...	464	Do.	4 years.
	Do. from Sirúr to Mandaogaon ...	22	0	.....	22	0	Do. ...	372	Do.	do.
	Do. from Shikrapur to Talegaon ...	2	0	.....	2	0	Do. ...	69	Do.	2 years.
	Do. from Pátas to Dhond ...	9	0	.....	9	0	Do. ...	228	Do.	3 years.
	Do. from Pátas to Bárámati ...	24	0	.....	24	0	Do. ...	424		
	Do. from Supe to Karhati ...	6	0	.....	6	0	Do. ...	200	Average of 3 years.	
	Do. from Dhond to Kurkumb ...	6	0	.....	6	0	Do. ...	179		
	Do. from Bárámati to Nimbat ...	22	0	.....	22	0	Do. ...	323		
	Do. from Kurkumb to Vasunde ...	4	0	.....	4	0	Do. ...	126	Do.	3 years.
	Do. from Rawangaon to Boribyal .	4	0	.....	4	0	Do. ...	68	Do.	4 years.
	Do. from Supa to Sirúr Nira bridge road...	1	0	.....	1	0	Do. ...	52	Do.	3 years.
	Do. from Supa to Bhandgaon ...	12	0	.....	12	0	Do. ...	193	Do.	3 years.
	Do. from Urali to Shindowne Ghát.	6	0	.....	6	0	Do. ...	120		
	Do. from Kondhanpur to Shiwapur.	5	0	.....	5	0	Do. ...	139		
	Do. from Pimprighát to Paud ...	14	0	.....	14	0	Do. ...	164		
	Do. from Morgaon to Mavdi ...	4	0	.....	4	0	Do. ...	.....		
	Do. from Bárámati to Sangvi ...	6	0	.....	6	0	Do. ...	.....		
	Do. from Nandod to join Poona-Singhar Road	1	0	.....	1	0	836	395	Average of 3 years.	
	Do. from Poona to Bábdeoghát ...	9	0	.....	9	0	Unknown ...	164		
	Do. from Talegaon to Malwadi ...	1	0	.....	1	0	396	198	Do.	of 2 years.
	Do. from Rájur to Ghatghar ...	8	0	.....	8	0	22	180	Do.	of 1 year.
	Do. from Ganeshkhind to Páshán.	2	0	.....	2	0	400	800	Do.	do.
	Do. from Ráur to Shindi	2	0	.....	2	0	37	75	Do.	do.
	Do. from Indápur to Kolthan ...	7	0	.....	7	0	Unknown ...	300	Do.	do.
	Do. from Supa to Pandeshwar ...	8	0	.....	8	0	Do. ...	239	Do.	do.
	Carried over ...	411	3,960	.....	411	3,960	.....	.....		
		3,509	3,632	155 4,737	3,665	3089	.....	.....		
	Carried over Totals, I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....		

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	3,509	3,632	155	4,737	3,665	3,089	.....	.....	
		411	3,960	.....		411	3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
	Road from Junnar Ralegaon to Nirgudi	2	0	.....		2	0	25	50	Average of 2 yea rs.
	Special repairs to Madha Khind ...	1	0	.....		1	0	200	143	Do. of 3 years.
	Do. to Nirgud Khind ...	1	0	.....		1	0	100	100	Do. of 1 year.
Poona—*contd.*...	Do. from Virwadi to old Sátára Road ...	5	0	.....		5	0	37	117	Do. of 2 years.
	Do. from Parinche to Vir	2	0	.....		2	0	147	108	
	Do. from Jejuri to Diveghat	14	0	.....		14	0	21	.....	
	Do. from Sásvad to Babdeoghat	9	9	.....		9	0	Unknown ...	186	Do. of 3 years.
	Total, Poona District ...	445	3,960	.....		445	3,960	.....	.....	
	Sangamner-Jorwe Road	1	2,640	.....		1	2,640	.....	204	Average for 3 years. Construction not in progress. Figures for the cost of completed construction not available.
	Sangamner-Rájápur Road	0	1,320	.....		0	1,320	.....	134	Do. for 2 do. do.
	Karehghát-Nimon Road	0	660	.....		0	660	.....	40	Rs. 40 spent in 1888-89 do. d o
	Akola-Deothán Road	5	0	.....		5	0	98	110	Average for 2 years. Construction not in progress now.
	Deothán-Samsherpur Road... ...	2	0	.....		2	0	61	.....	No expenditure for maintenance has been incurred.

Ahmednagar ...	Akola-Agar Road	1	0	.....	1	0	86	99	Rs. 99 spent o repairs to the road in 1888-89. Constr ction not in progress.
	Bholevádi-Brahmanváde Road ...	3	0	.....	3	0	59	100	Rs. 100 spent in 1888-89. Construction not in progress.
	Road in the village of Pedgaon ...	0	450	.....	0	450	1,642		
	Road leading to the Karjat River ...	0	99	.....	0	99	339	326	No expenditure was incurred on these roads during the year.
	Karjat-Walwad Road	7	0	.....	7	0	21		
	Karjat-Rásin Road	10	0	.....	10	0	20		
	Karjat Mámlatdár's Kacheri Road ...	0	1,760	.....	0	1,760	200	200	Repairs to this road were made to a distance of 960 feet only. Rs. 300 spent in 1890-91.
	Road from the river of Shrigonda to the road which leads to the Shrigonda Mámlatdár's Kacheri ...	0	225	.....	0	225	2,886	.....	No expenditure was incurred on these roads during the year.
	Road from Mandaogam to Nagar road...	1	0	.....	1	0	100	.....	
	Road from Ghargaon to Pargaon ...	6	0	.....	6	0	45	.....	
	Do. from Kolgaon to Mungaswadi.	2	0	.....	2	0	458	.....	No expenditure was incurred on these roads during the year.
	Street in the Bhulewadi hill ...	0	1,500	.....	0	1,500	25	.....	
	Street in the Deodaithan Sakat hill .	0	310	.....	0	310	40	.....	
	Kharda-Jamkhed Road	1	0	.....	1	0	50	.....	
	Road from Pedgaon to the river Saraswati	0	225	... ..	0	225	2,933	.....	No repairs have been made to this road since its construction.
	Clearing the roads in the town of Jámkhed of the stones lying there and making them even	0	3,142	.....	3	3,142	75	78	Spent in 1890-91.
	Total, Ahmednagar District ...	41	1,771	.....	41	1,771	.....	.....	
Sholápur ...	Road from Sholápur to Vangi ...	9	0	.....	9	0	2,204	.....	
	Do. from Banegaon to Mardi ...	6	0	.....	6	0	493	50	
	Do. from Mádha to Mádha Station.	2	0	.....	2	0	292	140	
	Do. from Mádha to Mohol ...	16	0	.....	16	0	248	30	
	Do. from do. to Kurduwadi ...	8	0	.....	8	0	261	52	
	Do. from Pandharpur to Koroli ...	13	0	.....	13	0	1,053	105	
	Carried over ...	54	0	.....	54	0	.....	.....	
		3,996	4,083	155 4,737	4,152	3,540	.....	.....	
	Carried over Totals, I., II., III., and IV....	1,811	4,194	108 3,327	1,920	2,241	.....	.....	

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	3,996	4,083	155	4,737	4,152	3,540	.....	.....	
		54	0	.....		54	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
Sholápur ...	Road from Sángola to Narale ...	17	0	.....		17	0	1,267	109	
	Do. from Sángola to Mahud Budruk	16	0	.....		16	0	348	89	
	Do. from Angar to Angar Station.	3	0	.....		3	0	65	13	
	Do. from Sangevádi to Gherdi ...	24	0	.....		24	0	898	24	
	Do. from Kárkam to Modmub ...	7	0	.....		7	0	101	23	
	Do. from Názri to Anakdhal ...	2	2,640	.....		2	2,640	1,028	15	
	Do. from Purándowdí to Shambhu Mahadeo	18	0	.....		18	0	384	.....	
	Do. from Málsiras to Borgaon ...	14	0	.....		14	0	.....	20	
	Do. from Málsiras to Mhasvad ...	22	0	.....		22	0	654	32	
	Do. from Akluj to Kolegaon *viâ* Maloti	20	0	.....		20	0	610	186	
	Do. from Karmála to Phaltan ...	25	0	.....		25	0	165	.....	
	Do. from Mádha to Shetphal ...	11	0	.....		11	0	223	200	
	Do. from do. to Papnas ...	7	0	.....		7	0	1,267	.....	
	Do. from Nateputi to Kurbawi ...	9	0	.....		9	0	287	16	
	Do. from Vairag to Tuljápur ...	16	0	.....		16	0	684	83	
	Do. from do. to Mádha ...	16	0	.....		16	0	.....	51	
	Sholápur, Hipargi and Ulhé Road ...	8	0	.....		8	0	464	.....	
	Road from Karmála *viâ* Korti to Pomalwadi	21	0	.....		21	0	4,596	79	

	Do. from Karmála to Borgaon ...	5	0	.....		5	0	240	49	
	Do. from do. to Bársi ...	16	0	.....		16	0	327	65	
	Do. from do. *viâ* Ropla to Kurduwádi	13	0	.....		13	0	.....	150	
	Do. from Jeur Station to Pandharpur	43	0	.....		43	0	1,374	.....	
	Do. from Temburni to Jeur Road .	10	0	.....		10	0	.....	79	
	Do. from Kem to Temburni Road .	10	0	.....		10	0	.....	36	
	Do. from Kem to Ropla Road ...	6	0	.....		6	0	331	.....	
	Do. from Pomalwadi Station to river Bhima	0	2,640	.....		0	2,640	300	.....	
	Do. from Temburni to Alegaon ...	11	0	.....		11	0	232	.....	
	Do. from Pandharpur to Machur .	16	0	.....		16	0	668	193	
	Do. from do. to Mangalwedha	8	0	.....		8	0	.....	203	
	Do. from Sángola to Sonand ...	11	0	.....		11	0	1,830	.....	
	Do. from Kadlas to Gherdi ...	8	0	.....		8	0	2,681	.....	
	Do. from Gherdi to Janoni ...	12	0	.....		12	0	1,721	.....	
	Do. from Mahud to Kolegaon ...	5	0	.....		5	0	416	.....	
	Do. from Natepute to Mhasvad ...	13	0	.....		13	0	381	.....	
	Total, Sholápur District ...	498	0	.....		498	0	.....	.....	
	Road from Nandurbár to Taloda ...	12	0	.....		12	0	Not known.	.....	These are merely cart tracks.
	Do. from Nandurbár to Sháháda...	10	0	.....		10	0	Do.	.....	
	Do. from Nandurbár to Nizámpur .	9	0	.....		9	0	Do.	.....	
	Do. from Nandurbár to Navápur ...	40	0	.....		40	0	Do.	.....	6 miles completed; rest is mere catch track.
Khándesh ...	Mhasvad-Neri Road	14	0	.....		14	0	Do.	500	
	Jalgaon-Nasirabad Road ...	1	0	5	0	6	0	Do.	147	
	Chálisgaon-Waghli Road ...	6	0	.....		6	0	336	.....	
	Erandol-Mahiji Road	12	0	.....		12	0	1,560	624	
	Erandol-Kasoda Road	8	0	.....		8	0	1,489	516	
	Erandol-Jalgaon Road... ...	0	1,056	.....		0	1,056	479	479	
	Carried over ...	112	1,056	5	0	117	1,056	.....	.....	
		4,494	4,083	155	4,737	4,650	3,540	.....	.....	
	Carried over Totals, I., II., III., and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Raprirs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	4,494	4,083	155	4,737	4,152	3,540	.....	.....	
		112	1,056	5	0	117	1,056	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*vontinued.*									
Khándesh—*continued.*	Road from Songir to Betávad ...	5	0	.....		5	0	Not known.	20	
	Do. from Dhulia to Nahalod ...	3	0	.....		3	0	Do.	33	
	Road from Dhulia to Lamkani ...	1	0	.....		1	0	Do.	23	
	Do. from Mehergaon to Kusundi ...	1	0	.....		1	0	Do.	50	
	Chinchbári Road	1	0	.....		1	0	Do.	58	
	Vaijápur-Chopda Road... ...	12	0	.....		12	0	Do.	40	
	Chopda-Adawad Road	12	0	.....		12	0	Do.	220	
	Chopda-Nimgavan Road ...	10	0	.....		10	0	Do.	231	
	Chopda-Shirpur Road	14	0	.....		14	0	Do.	180	
	Chopda-Chunchalla Road ...	4	0	.....		4	0	Do.	60	
	Málpur Road	1	0	.....		1	0	1,000	105	
	Pimpalner-Desh Shirwada Road ...	0	1,320	.....		0	1,320	1,000	.....	
	Vitaibari-Rawodbari Road ...	0	2,640	.....		0	2,640	400	.....	
	Kondaibari-Amli Road... ...	0	1,320	.....		0	1,320	105	.....	
	Godtha-Kására Road	0	1,320	.....		0	1,320	179	91	
	Sakri-Nizámpur Road	0	400	.....		0	400	554	37	
	Titane-Chadwelbari Road ...	2	200	.....		2	200	396	25	
	Portion of Sakri-Dhulia Road near Sakri	0	500	.....		0	500	359	40	
	Nandwan-Gondas Road ...	0	2,640	.....		0	2,640	50	.....	
	Wadhoda-Barhanpur Road (up to limit of Wadhoda)	2	0	.....		2	0	Not known.	137	

	Bhusával-Varangaon Road ...	8	0	.....	8	0	Do.	61	
	Sulasgaon-Bodvad Road ...	20	0	.....	20	0	Do.	38	
	Varangaon-Edalabad Road (portion from Varangaon to the limit of Bohádi)	6	0	.....	6	0	Do.	18	
	Edalabad-Varangaon Road up to limit of Hartála village ...	4	0	.....	4	0	Do.	22	
	Edalabad-Ráver Road up to Tápti River	6	0	.....	6	0	Do.	25	
	Road from the gate of Edalabad to the Mahálkari's Kacheri ...	0	1,320	.....	0	1,320	Do.	20	
	Bhusával-Jámner road up to Sur River	9	0	.....	9	0	Do.	16	
	Shirpur-Chopda Road up to the limit of Tonda	18	0	.....	18	0	Do.	*740	*Average of 2 years.
	Shirpur-Thalner road	10	0	.....	10	0	Do.	†300	† Do. of 1 year.
	Lamkani-Chinchbari road ...	0	1,320	.....	0	1,320	800	200	
	Virdhope Bari	0	330	.....	0	330	1,557	97	
	Nathri do.	0	330	.....	0	330	1,510	94	
	Bhwadbi do.	0	1,320	.....	0	1,320	384	130	Average of three years.
	Bhamber Bari on Nizampur road ...	0	1,320	.....	0	1,320	392	16	
	Mhasvad-Vitner Road	8	0	.....	8	0	.....	134	
	Total, Khándesh District ...	272	1,496	5 0	277	1,496	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1,354	1,947	5 0	1,359	1,947	.....	.....	
	SIND DIVISION.								
	Naushahrao Sub-Division.								
	Táluka Kandiáro.								
Hyderabad Canals.	Kamal Dero to Chana	4	0	.....	4	0	.....	96	
	Kandiáro to Bhiria	5	0	.....	5	0	.....	95	
	Gul Shah to Khan Wahan	2	0	.....	2	0	.....	42	
	Kandiáro to Thárn Sháh	5	0	.....	5	0	.....	95	
	Carried over ...	16	0	.....	16	0	.....	.....	
		4,767	299	160 4,737	4,927	5,036	.....	.....	
	Carried over Totals I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	...	...	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Rs.		Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	4,767	299	160	4,737	4,927	5,036	.....	.....	
		16	0	.....		16	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued*									
	SIND DIVISION—*continued.*									
	Táluka Naushahro—continued.									
Hyderabad Canals—*continued.*	Kandiáro to Mohbat Dero Sial ...	10	0	.....		10	0	.....	106	
	Kandiáro to Darbelo	3	2,640	.....		3	2,640	.....	48	
	Hálani to Mahrábpur	9	0	.....		9	0	.....	102	
	Kandiáro to Mohbat Dero Jatoi ...	6	0	.....		6	0	.....	93	
	Haláni to Gul Sháh	6	0	.....		6	0	.....	93	
	Kandiáro to Haláni	6	0	.....		6	0	.....	112	
	Mohbat Dero Jatoi to Mohbat Dero Sial	5	0	.....		5	0	.....	68	
	Kandiáro to Lakha	6	0	.....		6	0	.....	70	
	Haláni to Mohbat Dero Jatoi ...	9	0	.....		9	0	.....	80	
	Khán Wahan to Kotri	5	0	.....		5	0	.....	44	
	Do. to Bhelani	6	0	.....		6	0	.....	63	
	Kamal Dero to Abad	3	0	.....		3	0	.....	20	
	Do. to Bhour	6	0	.....		6	0	.....	80	
	Do. to Matu	2	0	.....		2	0	.....	35	
	Kandiáro to Gangra...	2	0	.....		2	0	.....	11	
	Kotri to Mahrabpur...	4	0	.....		4	0	.....	50	
	Kandiáro to Abad	4	0	.....		4	0	.....	42	
	Mohbat Dero Jatoi to Sydkhan Khusbak	4	0	.....		4	0	.....	18	

Hyderabad Canals—*continued.*

Bhour to Chana	4	0	.....		4	0	.....	23
Kandiaro to Kamal Dero	6	0	.....		6	0	.....	135
Gulshah to Kauro Khusbak ...	2	0	.....		2	0	.....	18
Total, Kandiáro Táluka ...	124	2,640	.....		124	2,640	.....	.....
Táluka Naushahro.								
Naushahro to Tháru Sháh	7	0	.....		7	0	.....	136
Tháru Sháh to Abad	10	0	.....		10	0	.....	77
Tháru Sháh to Bhorti	10	0	.....		10	0	.....	90
Tháru Sháh to Abji	9	0	.....		9	0	.....	108
Tháru Sháh to Kandiáro boundary .	5	0	.....		5	0	.....	44
Dabhro to Kandiáro boundary ...	3	0	.....		3	0	.....	16
Abad Kamal to Dero...	4	0	.....		4	0	.....	11
Abad to Matu and Matu to Kamal Dero	5	0	.....		5	0	.....	25
Abad to Kandiáro boundary ...	4	0	.....		4	0	.....	5
Tharu Sháh to Bhiria and Bhiria to Chang	15	0	.....		15	0	.....	125
Jalbani to Khahi Rahu	4	0	.....		4	0	.....	18
Bhiria to Kandiáro	5	0	.....		5	0	.....	33
Dabhro to Manjuth and Manjuth to Tagar	6	0	.....		6	0	.....	18
Naushahro to Pad Idan	12	0	.....		12	0	.....	234
Jalbani to do.	11	0	.....		11	0	.....	34
Pad Idan to Daryakhán	7	0	.....		7	0	.....	23
Do. to Uman	1	0	.....		1	0	.....	4
Do. to Khabi Jalal	1	0	.....		1	0	.....	5
Phul to Daria Khan...	10	0	.....		10	0	.....	41
Phul to Musurji Wahi	10	0	.....		10	0	.....	30
Phul to Sadhuja	7	0	.....		7	0	.....	12
Naushahro to Phul	7	0	.....		7	0	.....	54
Naushahro to Mithani and Mithani to Khokhar...	16	0	.....		16	0	.....	113
Carried over ...	169	0	.....		169	0	.....	.....
	4,891	2,939	160	4,737	5,052	2,396	.....	.....
Carried over Totals I, II, III and IV	1,811	4,194	108	3,327	1,920	2,241	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	4,891	2,939	160	4,737	5,052	2,396	.....	.....	
		169	0	.....		169	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Naushahro—concluded.									
	Abji to Sabra...	3	0	.....		3	0	.....		9
	Abji to Abran	5	2,640	.....		5	2,640	.....		13
	Abji to That...	1	0	.....		1	0	.....		7
	Dadwah to Koureja	2	0	.....		2	0	.....		4
	Burand to Abran	3	0	.....		3	0	.....		8
	Abad to Mithani	18	0	.....		18	0	.....		169
	Thára Sháh to Manjuth	5	0	.....		5	0	.....		38
	Abran to Nurpur	6	0	.....		6	0	.....		18
	Total, Naushahro Táluka ...	212	2,640	.....		212	2,640	.....	.....	
	Táluka Moro.									
	Sabra to Puran	9	0	.....		9	0	.....		176
	Puran to Junalo	1	0	.....		1	0	.....		6
	Junalo to Lalia	1	0	.....		1	0	.....		7
	Malak to Puran	3	0	.....		3	0	.....		24
	Do. to Chaneja	2	2,640	.....		2	2,640	.....		17
Hyderabad Canals—*continued.*	Farid Dero to Tharo...	1	2,640	.....		1	2,640	.....		21
	Do. to Jatoi and Sabra ...	2	0	.....		2	0	.....		23
	Chaneja to Junalo	1	0	.....		1	0	.....		5

Sabra to Abran	1	3,960	.....		1	3,960	.....	13
Do. to Mithâni	8	0	.....		8	0	.....	45
Khokhar to Purano Dero Ferry ...	5	0	.....		5	0	.....	45
Diparja to Malak Ferry	4	0	.....		4	0	.....	33
Kandero to River	4	0	.....		4	0	.....	53
Sadhuja to Phul	2	0	.....		2	0	.....	14
Moro to Lalia...	8	0	.....		8	0	.....	238
Do. to Abji...	15	0	.....		15	0	.....	240
Lalia to Dhund Hasan	1	2,640	.....		1	2,640	.....	8
Moro to Pabjo	14	0	.....		14	0	.....	102
Pabjo to Nur Mahomed Kuha ...	2	0	.....		2	0	.....	10
Old Postal road	10	0	.....		10	0	.....	61
Pabjo to Masurji Wahi	8	0	.....		8	0	.....	51
San to Amerji	13	0	.....		13	0	.....	79
Pabjo to Kazi Ahmed	13	0	.....		13	0	.....	38
Daulatpur to Assistant Collector's Bungalow	1	0	.....		1	0	.....	16
Do. to Thul Rukan... ...	8	0	.....		8	0	.....	47
Moro to Khairo Dero	6	0	.....		6	0	.....	259
Daulatpur to Mirpur ferry	3	0	.....		3	0	.....	53
Shâhpur to Gachero	3	0	.....		3	0	.....	22
Do. to Bet Sajan	2	0	.....		2	0	.....	24
Daulatpur to Piaro Rahu	3	0	.....		3	0	.....	23
Assistant Collector's Bungalow to Piaro Rahu...	3	0	.....		3	0	.....	23
Daulatpur to Bet Sajan	3	0	.....		3	0	.....	25
Do. to That	5	0	.....		5	0	.....	32
Korai to Gachero	3	0	.....		3	0	.....	56
Road round Moro Town	1	2,640	.....		1	2,640	.....	15
Sadhuja to Deparja...	8	0	.....		8	0	.....	143
Jatoi to Purano Dero	8	0	.....		8	0	.....	90
Kandera Korai to Gachero	7	0	.....		7	0	.....	86
Total, Moro Táluka ...	189	3,960	.....		189	3,960	.....	.....
Carried over ...	5,293	4,259	160	4,737	5,454	3,716	.....	.....
Carried over Totals, I, II, III, and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		5,293	4,259	160	4,737	5,454	3,716	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Sákrand.									
Hyderabad Canals—*contd.*	Sákrand to Sháhpur and Nawabsháh.	29	0	.....		29	0	.....	230	
	Do. to Mahrabpur	9	0	.....		9	0	.....	73	
	Sháhpur to Ahmedabad	4	0	.....		4	0	.....	19	
	Ahmedabad to Jamsahib	8	0	.....		8	0	.....	15	
	Sháhpur to Gul Mahomed	1	0	.....		1	0	.....	6	
	Kazi Ahmed to That	12	0	.....		12	0	.....	77	
	That to Madd	18	0	.....		18	0	.....	162	
	Do. to Moro boundary	8	2,640	.....		8	2,640	.....	83	
	Kazi Ahmed to Pirjo Goth	4	0	.....		4	0	.....	33	
	Road to Pabjo	6	0	.....		6	0	.....	17	
	That to Khuh	6	0	.....		6	0	.....	25	
	Sháhpur to Sákrand	25	0	.....		25	0	.....	314	
	Sákrand to Gubchani	18	0	.....		18	0	.....	105	
	Old Postal Road	27	0	.....		27	0	.....	118	
	Kotri to Jamsahib	16	0	.....		16	0	.....	32	
	Madd to Nakur	16	0	.....		16	0	.....	111	
	Nakur to Marakhwah	3	0	.....		3	0	.....	15	
	Main road to Ubhuro Lakho ...	4	2,640	.....		4	2,640	.....	37	
	Road to Khári	1	0	.....		1	0	.....	5	
	Madd to Gubram Mari	8	0	.....		8	0	.....	82	
	Do. to Nasri	3	0	.....		3	0	.....	22	
	Do. to Mahrabpur	5	0	.....		5	0	.....	37	

	Guhram Mari to main Road ...	1	2,640	.....	1	2,640	Unknown ...	7
	Main Road to Ali Bahar	9	0	.....	9	0	Do. ...	38
	Mari to Sheikh Matal	2	0	.....	2	0	Do. ...	2
	Mahrábpur to ferry	3	0	.....	3	0	Do. ...	31
	Sákrand boundary to Kandiáro boundary	85	0	.....	85	0	Do. ...	3,300
	Gubchani to Jamsahib	8	0	.....	8	0	Do. ...	19
	Nawabshah to Jamsahib	12	0	.....	12	0	Do. ...	20
	Sháhpur to Jamsahib	8	0	.....	8	0	Do. ...	14
	Total, Sákrand Táluka ...	360	0	.....	360	0	.....	.....
	Táluka Hála.							
Hyderabad Canals—*contd.*	Matári boundary to Sákrand boundary	42	0	.....	42	0	Unknown ...	1,971
	Khari Nakur to Saidabad	6	0	.....	6	0	Do. ...	133
	Saidabad to Shahdádpur	3	1,320	.....	3	1,320	Do. ...	37
	Road to Maruf Bhambro	1	2,640	.....	1	2,640	Do. ...	12
	Do. to old Hála	2	0	.....	2	0	Do. ...	31
	Hála to Shahdádpur	8	0	.....	8	0	Do. ...	144
	Do. to Bhánote and Bhanote to River bank	12	2,640	.....	12	2,640	Do. ...	242
	Hála Khanote	7	0	.....	7	0	Do. ...	397
	Do. to Ghotana	4	0	.....	4	0	Do. ...	203
	Ghotana to Khanote...	2	0	.....	2	0	Do. ...	29
	Ghotana to River Bank	2	1,320	.....	2	1,320	Do. ...	30
	Do. to Tando Adam	9	0	.....	9	0	Do. ...	172
	Hála to Bhitsháh	11	0	.....	11	0	Do. ...	136
	Hála to Lál Udero	8	0	.....	8	0	Do. ...	88
	Lál Udero to Tando Alahyar boundary	15	0	.....	15	0	Do. ...	143
	Nasarpur to Tájpur, Tájpur to Landi Khesano	4	0	.....	4	0	Do. ...	53
	Bhitsháh to Alibahar Kacheri ...	12	0	.....	12	0	Do. ...	102
	Road from main road to Lál Udero .	1	2,640	.....	1	2,640	Do. ...	27
		151	0	.....	151	0	.....	.....
	Carried over ...	5,653	4,259	160 4,737	5,814	3,716	.....	.....
	Carried over Totals, I, II, III, and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Rs.		Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	5,653	4259	160	4,737	5,814	3,716	.....	.....	
		151	0	.....		151	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Hála—concluded.									
	Sekhat to Lál Udero	9	0	.....		9	0	Unknown ...	182	
	Nasirwah to Masu Bhurgri... ...	8	1,320	.....		8	1,320	Do. ...	123	
	Matiári to Mahar ... '... ...	6	0	.....		6	0	Do. ...	51	
	Do. to Jakry ferry	2	0	.....		2	0	Do. ...	24	
	Do. to Nasarpur	12	1,320	.....		12	1,320	Do. ...	142	
	Do. to Unarpur Ferry	4	2,640	.....		4	2,640	Do. ...	70	
	Do. to Shaikh Techar	6	2,640	.....		6	2,640	Do. ...	92	
	Jiandal Kote to Hyderabad boundary	8	0	.....		8	0	Do. ...	3	
	Total, Hála Táluka ...	207	2,640	.....		207	2,640	.....	.....	

Hyderabad Canals—*contd.*	*Táluka Shahdádpur.*									
	Shahdádpur to Hála boundary ...	6	0	.....		6	0	Unknown ...		127
	Do. to Tando Adam ...	9	0	.....		9	0	Do. ...		155
	Do. to Jhole	19	0	.....		19	0	Do. ...		215
	Thigri Pir to Dalor	10	0	.....		10	0	Do. ...		89
	Shahdádpur to Saidabad	12	0	.....		12	0	Do. ...		209
	Dalor to Berani	5	1,320	.....		5	1,320	Do. ...		64
	Berani to Tando Adam	3	3,960	.....		3	3,960	Do. ...		36
	Jholi to Tando Adam	17	0	.....		17	0	Do. ...		208
	Shahdádpur to Sháhpur	16	0	.....		16	0	Do. ...		246
	Muksud Rind to Gul Mahomed ...	6	3,960	.. ...		6	3,960	Do. ...		47
	Shahdádpur to Gul Mahomed ...	13	2,640	.....		13	2,640	Do. ...		220
	Road between Tando Adam and Hála.	5	1,320	.....		5	1,320	Do. ...		77
	Shahdádpur to Kun Darun... ...	8	0	.....		8	0	Do. ...		110
	Landhi to Brahmanabad	3	2,640	.....		3	2,640	Do. ...		46
	Sháhpur to Khadro and Khadro to Sanghar	9	2,640	.....		9	2,640	Do. ...		64
	Shahdádpur to Berani	14	0	.....		14	0	Do. ...		109
	Mirpur boundary to Sanghar boundary	11	2,640	.....		11	2,640	Do. ...		66
	Berani to Tando Alahyar boundary..	4	0	.....		4	0	Do. ...		41
	Berani to Kandiaro	12	0	.....		12	0	Do. ...		144
	Sháhwáh to Sháhpur	1	0	.....		1	0	Do. ...		8
	Total, Shahdádpur Táluka ...	187	0	.....		187	0	.....		.....
	Táluka Tando Alahyar									
	Tando Alahyar to Chambur ...	20	0	.....		20	0	Unknown ...		248
	Do. to Tando Mahomed Khán boundary	12	0	.....		12	0	Do. ...		149
	Khokhar to Tando Kaisar	5	0	.....		5	0	Do. ...		59
	Tando Alahyar to Tando Adam ...	20	0	.....		20	0	Do. ...		304
	Do. to Gorchani ...	15	0	.....		15	0	Do. ...		174
	Tando Adam to Sháhjibit	3	0	.....		3	0	Do. ...		28
	Do. to Jhole	4	0	.....		4	0	Do. ...		41
	Do. to Ghotana	5	0	.....		5	0	Do. ...		38
	Do. to Berani	11	0	.....		11	0	Do. ...		111
	Carried over ...	95	0	.....		95	0	.....		.....
		6,048	1,619	160	4,737	6,209	1,076	.....		.....
	Carried over Totals, I, II, III, and IV.	1,811	4,194	108	3,327	1,920	2,241	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward ...	6,048 1,619	160 4,737	6,209 1076	.....	.....	
		95 0	.....	95 0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	Sind Division—*continued.*						
	Táluka Tando Alahyar—concluded.						
Hyderabad Canals—*concluded.*	Tando Alahyar to Nasarpur ...	7 0	.....	7 0	Unknown ...	82	
	Nasarpur to Hála Haveli	5 0	.....	5 0	Do. ...	54	
	Tando Alahyar to Tando Sumro ...	10 0	.....	10 0	Do. ...	111	
	Tando Adam to Kehi	15 0	.....	15 0	Do. ...	175	
	Hyderabad to Mirpur boundary ...	15 0	.....	15 0	Do. ...	330	
	Khokhar to Sheikh Bhirko... ...	4 0	.....	4 0	Do. ...	53	
	Total, Tando Alahyar Táluka ...	151 0	.....	151 0	.....	.....	
	Táluka Mirpur.						
	Alahyar boundary to Umarkot boundary	19 0	.....	19 0	.....	585	
	Mirpur to Khipra	13 0	.....	13 0	.....	239	
	Do. to Dengan	8 0	.....	8 0	.....	41	
	Do. to Sindri	7 0	.....	7 0	.....	33	
	Do. to Atna	7 0	.....	7 0	.....	24	
	Do. to Mirwáh Gorchani ...	15 0	.....	15 0	.....	260	
	Alahyar boundary to Samaro ...	16 0	.....	16 0	.....	200	
	Mirpur to Shahdádpur boundary ...	13 0	.....	13 0	.....	206	

	Do. to Goth Sher Mahomedkhán Talpur	2	0	.....	2	0	.....	21
	Do. to Tando Adam boundary ...	6	0	.....	6	0	.....	82
	Khadri to Sanghar	13	0	.....	13	0	.....	97
	Total, Mirpur Táluka ...	119	0	.....	119	0	.....	.....
	Táluka Hyderabad.							
	Tando Jam to Tando Kaiser ...	3	0	.....	3	0	.....	316
	Hyderabad to Khokhar	9	0	.....	9	0	.....	160
	Halepota to Battle Field	3	2,640	.....	3	2,640	.....	31
	Miani to Ghuliun	7	2,640	.....	7	2,640	.....	88
	Dadro to Mulan	7	0	.....	7	0	.....	124
	Daba to Masu Bhurgri	7	0	.....	7	0	.....	86
	Tando Ghulam Husein to Hajipur ...	9	2,640	.....	9	2,640	.....	82
	Hyderabad to Jam Shora	3	0	.....	3	0	.....	24
	Hyderabad to Fazul-jo Tando ...	14	0	.....	14	0	.....	225
	Tando Kaisur to Husri	7	0	.....	7	0	.....	89
Fuleli Canals ...	Hyderabad to Tando Ghulam Husein	2	0	.....	2	0	.....	21
	Hyderabad to Shaik Bhirkio ...	21	2,640	.....	21	2,640	.....	1,301
	Husri to Khather	5	0	.....	5	0	.....	63
	Tando Fazul to Khather	7	0	.....	7	0	.....	85
	Hyderabad to Husri...	6	2,640	.....	6	2,640	.....	377
	Khather to main road leading to Tando Mahomed Khán	1	0	.....	1	0	.....	8
	Husri to main road leading to Tando Mahomed Khán	1	2,640	.....	1	2,640	.....	8
	Gidu Bandar to Tando Jam... ...	17	0	.....	17	0	.....	8,551
	Hyderabad to Seri	13	0	.....	13	0	.....	964
	Hyderabad to Sarfrazwáh	12	0	.....	12	0	.....	700
	Total, Hyderabad Táluka ...	157	0	.....	157	0	.....	.....
	Carried over ...	6,475	1,619	160 4,737	6,636	1,076	.....	.....
	Carried over Totals, I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		6,475	1,619	160	4,737	6,636	1076	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Guni.									
	Tando Mahomed Khán to Khorwáh	26	0	.....		26	0	.....	536	
	Do. do. to Katiar. ...	10	0	.....		10	0	.....	365	
	Mahrani to Mulchand	19	0	.....		19	0	.....	279	
	Khokhar to Budhka Takur... ...	1	0	.....		1	0	.....	32	
	Mulchand to Dhandhi	6	0	.....		6	0	.....	89	
	Habji to Lakhat	8	0	.....		8	0	.....	120	
	Matli to Ghulam Haider	3	0	.....		3	0	.....	63	
	Tando Gulam Haider to Nazarpur ...	1	0	.....		1	0	.....	39	
	Nazarpur to Matli	2	0	.....		2	0	.....	59	
	Matli to Dando	8	0	.....		8	0	.....	195	
	Khorwáh to Mirpur Batoro boundary.	3	0	.....		3	0	.....	69	
	Bulri to Khorwáh	9	0	.....		9	0	.....	138	
	Dhandhi to Jhoke	12	0	.....		12	0	.....	212	
	Katiar to Shahkapur	8	0	.....		8	0	.....	135	
	Tando Mahomed Khán to Dhandhi...	14	0	.....		14	0	.....	207	
	Seri to Badin boundary	31	0	.....		31	0	.....	2,655	
	Khorwáh to Tarai	20	0	.....		20	0	.....	233	
	Total, Guni Táluka ...	181	0	.....		181	0	.....	.....	

Fuleli Canals—*continued.*	*Táluka Tando Bágo.*									
	Dadah to Juda	8	0	.....	8	0	.....	60
	Tando Bágo to Venrai	5	0	.....	5	0	.....	52
	Tando Bágo to Khairpur	16	0	.....	16	0	.....	294
	Do. to Jamáli	6	0	.....	6	0	.....	153
	Jamáli to Rajo Khanani	12	0	.....	12	0	.....	184
	Tando Bágo to Nindo Sháhir ...	10	0	.....	10	0	.....	147
	Nindo Shahir to Wango	14	0	.....	14	0	.....	87
	Tando Bágo to Pingreyo	14	0	.....	14	0	.....	43
	Pingreyo to Khairpur	9	0	.....	9	0	.....	101
	Tando Bágo to Dadah	12	0	.....	12	0	.....	141
	Khairpur to Juda	2	0	.....	2	0	.....	31
	Pingreyo to Wango	10	0	.....	10	0	.....	78
	Total, Tando Bágo Táluka ...	118	0	.....	118	0	.....	.....
	Táluka Badin.							
	Talhar to Jamáli	5	0	.....	5	0	.....	417
	Do. to Dando	6	0	.....	6	0	.....	90
	Luari to Nindo Shahir	12	0	.....	12	0	.....	140
	Venrai to Badin	8	0	.....	8	0	.....	143
	Badin to Tarai	8	0	.....	8	0	.....	41
	Venrai to Nindo Shahir	10	0	.....	10	0	.....	72
	Bahedami to Kadhan	6	0	.....	6	0	.....	47
	Badin to Serani	10	0	.....	10	0	.....	140
	Serani to Bahedami	10	0	.....	10	0	.....	104
	Road to Runn	30	0	.....	30	0	.....	52
	Main road from Badin boundary to Badin *viá* Talhar	20	0	.....	20	0	.....	253
	Badin to Serani	8	0	.....	8	0	.....	48
	Serani to Kadhan	8	0	.....	8	0	.....	40
	Kadhan to Puran	10	0	.....	10	0	.....	45
	Total, Badin Táluka ...	151	0	.....	151	0	.....	.....
	Carried over ...	6,925	1,619	160 4,737	7,086	1,076	.....	.....
	Carried over Totals, I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,811 4,194	108 3,327	1,920 2.241	.....	.....	
		6,925 1,619	160 4,737	7,086 1,076	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Dero Mohbat.						
Fuleli Canals—*concluded.*	Tando Mahomed Khán to Dero Mohbat	15 0	.....	15 0	.....	121	
	Tando Mahomed Khan to Tando Ghulámali ...	25 0	.....	25 0	.....	373	
	Do. do. *viâ* Phorkara.	20 2,640	.....	20 2,640	.....	414	
	Tando Mahomed Khan to Tando Fazal	6 2,640	.....	6 2,640	.....	79	
	Haji Sawan to Rajo Khanani ...	6 0	.....	6 0	.....	47	
	Digri to Gorchani	11 0	.....	11 0	.....	34	
	Dadáh to Digri	10 0	.....	10 0	.....	55	
	Old Postal Road	30 0	.....	30 0	.....	202	
	Total, Dero Mohbat Táluka ...	124 0	.....	124 0	.....	.....	
	Eastern Nára.						
	Hyderabad-Umarkot road from Umarkot-Sufi to Baraiji	34 0	.....	34 0	14	1,078	
	East Bank Mitraowah	86 0	.....	86 0	30	.....	
	West do. do.	86 0	.....	86 0	30	1,200	
	Khipra to Sanghar	42 0	.....	42 0	Unknown ...	258	

Eastern Nára ...	Umarkot to Gadro *viâ* Shekheo ...	64	0	.....	64	0	Do. ...	74
	Umarkot Nagar Parkar road *viâ* Chachra Tar Misreeshah	108	0	.....	108	0	9	220
	Jhudo Nagar Parkar road *viâ* Naokot, Mithi Islamkot and Virawah...	132	0	.....	132	0	13	452
	Nabisar to Mithi *viâ* Herpar ...	42	0	.....	42	0	11	34
	Virawah to Tar Ahmed Rind *viâ* Haro and Verinhar	80	0	.....	80	0	4	91
	Nagar to Rahimiki Runn road *viâ* Arnaro, Vingi, Panele and Vingur.	110	0	.....	110	0	8	54
	Nagar to Islamkot *viâ* Bhodesar Giramari Jhangro	46	0	.....	46	0	14	72
	Mithi to Dipla	22	0	.....	22	0	6	54
	Do. to Chachra *viâ* Cheylar ...	44	0	.....	44	0	8	62
	Islamkot to Chachra	40	0	.....	40	0	16	.....
	Total, Eastern Nára ...	936	0	.....	936	0	.....	.....
	Táluka Khipra.							
	Mitha Fakir to Khái	12	0	.....	12	0	20	34
	33rd mile Mithrau to Dher Mitha Takir	2	0	.....	2	0	15	4
	Vadhal to Kandiari	16	0	.....	16	0	30	38
	Tigusar to join Mirpur Road ...	1	2,640	.....	1	2,640	15	10
	27th mile Mithrau to Tigusar ...	4	2,640	.....	4	2,640	15	35
	Khái to Akri...	10	0	.....	10	0	20	50
	Dher Mitha Fakir to Phulahdi ...	2	0	.....	2	0	5	4
	Giror to Khái	4	0	.....	4	0	20	5
	Do. to Saheb Tar	14	0	.....	14	0	15	.....
	Khipra to Phulahdi	12	0	.....	12	0	20	55
	Giror to Gulam Nabisháh	12	0	.....	12	0	20	.....
	14th mile Mithrau to Vadahal ...	10	0	.....	10	0	20	12
	Khipra to Dilyar	9	0	.....	9	0	20	.....
	Khipra to Gulam Nabisháh ...	22	0	.....	22	0	29	.....
	36th mile Mithrau to Giror... ...	8	0	.....	8	0	30	72
	Carried over ...	139	0	.....	139	0	.....	.....
		7,985	1,619	160 4,737	8,146	1,076	.....	.....
	Carried over Totals, I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	7,985	1,619	160	4,737	8,146	1,076	.....	.....	
		139	0	.....		139	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Khípra—concluded.									
	Khipra to Hathungo...	6	0	.....		6	0	60	16	
	Khipra to Jesalmere...	68	0	.....		68	0	20	.....	
	Pir Pithoro to Shadi Pali	6	0	.....		6	0	40	77	
	Khipra to Golari *viâ* Khai	15	0	.....		15	0	25	95	
	Giror to Golári	3	0	.....		3	0	6	14	
	Golári to Changul	8	0	.....		8	0	6	56	
	Golári to Saheb Tar...	1	2,640	.....		1	2,640	5	.....	
	Variaso Gher to Nahrádi	6	0	.....		6	0	5	52	
	Khipra to Tharwah *viâ* Ratokot ...	30	0	.....		30	0	7	131	
	Khipra to Mirpur boundary ...	16	0	.....		16	0	40	168	
	Dengan to 40th mile Mithrau ...	2	0	.....		2	0	15	14	
	Dengan to Mithrau	2	0	.....		2	0	15	9	
	Dengan to Mirpur Road	4	0	.....		4	0	20	.....	
	Ghulam Nabi Shah to Changul ...	2	0	.....		2	0	15	24	
	Giror to 40th mile Mithrau... ...	8	0	.....		8	0	30	26	
	Total, Khipra Táluka ...	316	2,640	.....		316	2,640	.....	.....	

	Táluka Umarkot.									
Eastern Nára *continued.*	Umarkot to Naokot	40	0	.....	40	0	21	296		
	Nabisar to Jhinjhiar	18	0	.....	18	0	Not known.	.....		
	Nabisar to Bhit Bhorai	26	0	.....	26	0	6	.....		
	Umarkot to Chor	13	0	.....	13	0	Not known.	34		
	Do. to Tibahi	18	0	.....	18	0	Do.	112		
	Dengan to Mori Leth	3	0	.....	3	0	Do.	18		
	Nabisar to Mithi road	8	0	.....	8	0	5	5		
	Nabisar to Samaro	24	0	.....	24	0	Not known.	154		
	Samaro to Chandawah	22	0	.....	22	0	Do.	114		
	East bank Tharwáh	11	0	.....	11	0	Do.	86		
	Nabisar to Jhuda	20	0	.....	20	0	Do.	164		
	54th mile Mithrau to Dengan ...	2	0	.....	2	0	30	13		
	West bank Kotwáh	10	0	.....	10	0	Not known.	381		
	Nabisar to join Digri road	16	0	.....	16	0	Do.	.....		
	Jhudo to Samáro	20	0	.....	20	0	26	40		
	Darélo to 52nd mile Mithrau ...	3	0	.....	3	0	15	.....		
	Umarkot to Samáro...	24	0	.....	24	0	15	.....		
	Chor to join the Chachra road ...	20	0	.....	20	0	18	.....		
	South bank Chorwáh	10	0	.....	10	0	Not known.	14		
	Kharoro to Dengan	12	0	.....	12	0	Do.	.....		
	West bank Tharwáh	11	0	.....	11	0	Do.	.....		
	East bank Kotwáh	10	0	.....	10	0	Do.	.....		
	Durelo Shakh road	4	0	.....	4	0	Do.	26		
	North bank Chorwáh road	10	0	.....	10	0	Do.	.....		
	Umarkot to Bhu	20	0	.....	20	0	Do.	.....		
	Samáro to Mithrau	4	0	.....	4	0	Do.	19		
	Umarkot to Saheb Tar ...	20	0	.....	20	0	Do.	.....		
	Darelo to Nabisar	14	0	.....	14	0	Do.	6		
	Darelo to Chor	7	0	.....	7	0	Do.	.....		
	Carried over ...	420	0	.....	420	0	.....	.....		
		8,301	4,259	160	4,737	8,462	3,716	.....	.....	
	Carried over Totals, I, II, III and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,811 4,194	108 3,327	1,920 2,241	.....	.....	
		8,301 4,259	160 4,737	8,462 3,716	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*	420 0	.....	420 0	.....	.....	
	SIND DIVISION—*continued.*						
	Táluka Umarkot—concluded.						
	Umarkot to Pychati Karia ...	5 0	.....	5 0	Not known .	.....	
	Total, Umarkot Táluka ...	425 0	.....	425 0	.....	.....	
	Táluka Sánghar.						
	Sánghar to Jakhrao Dang ...	14 0	.....	14 0	Not known .	.....	
	Sánghar to Mirpur Dang ...	6 0	.....	6 0	Do.	30	
	Sánghar to Jhole	7 0	.....	7 0	Do.	25	
	Sánghar to Sháhpur	10 0	.....	10 0	Do.	56	
	Tando Mitha Khan to 8th mile Mithrao	11 0	.....	11 0	35	.....	
	Tando Mitha Khán to Turi ...	10 0	.....	10 0	40	.....	
	Turi to Sánghar	5 0	.....	5 0	40	14	
	Do. to Jhole	8 0	.....	8 0	40	.....	
	11th mile Mithrao to Khori ...	12 0	.....	12 0	35	.....	
	Do. to Bobi ...	4 0	.....	4 0	10	.....	

Eastern Nára—*continued.*	Bakár to Kánhar	16	0	.....	16	0	20	.....
	Mithrao to Ravtiani	6	0	.....	6	0	12	.....
	Ravtiani to Ghundan	6	0	.....	6	0	12	.....
	20th mile Mithrao to Tando Mitha Khán ...	14	0	.....	14	0	20	.....
	17th do. to Berani ...	14	0	.....	14	0	20	.....
	4th do. to Chotiari ...	12	0	.....	12	0	20	18
	9th do. to Mirpur Dang .	4	0	.....	4	0	20	22
	Tando Mitha Khán to Chotiari ...	2	0	.....	2	0	20	.....
	15th mile Mithrao to Mirpur Dang .	8	0	.....	8	0	20	.....
	Sánghar to Mithrao	10	0	.....	10	0	10	.....
	Mithrao to Ruthal	20	0	.....	20	0	19	.....
	Do. to Takario	12	0	.....	12	0	17	.....
	Bakhora to Pathayo	12	0	.....	12	0	17	.....
	Dhoro Janih to Pathayo ...	10	0	.....	10	0	16	.....
	Total, Sánghar Táluka ...	233	0	.....	233	0	.....	.....
	Táluka Nagar.							
	Nagar to Bahrano	24	0	.....	24	0	10	41
	Nagar to Kasbo	14	0	.....	14	0	10	14
	Nagar to Rann Lodrani ...	14	0	.....	14	0	7	14
	Haro to Islamkot Dáng ...	32	0	.....	32	0	8	.....
	Virawah to Mokhai	8	0	.....	8	0	20	6
	Pithapur to Aklo	10	0	.....	10	0	20	.....
	Nagar to Parodhire	20	0	.....	20	0	20	.....
	Pithapur to Bahrano	8	0	.....	8	0	20	19
	Virawah to Karki	8	0	.....	8	0	12	8
	Total, Nagar Táluka ...	138	0	.....	138	0	.....	.....
	Táluka Mithi.							
	Mithi to Jorivo	16	0	.....	16	0	12	.....
	Mithi to Islamkot *viâ* Bhakwo ...	36	0	.....	36	0	25	70
	Do. to Chachro road	14	0	.....	14	0	18	.....
	Carried over ...	66	0	.....	66	0	.....	.....
		9,097	4,259	160 4,737	9,258	3,716	.....	.....
	Carried over Totals, I, II, III, and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	9,097	4,259	160	4,737	9,258	3,716	.....	.....	
		66	0	.....		66	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Mithi—concluded.									
	Mithi to Kap Puran	40	0	.....		40	0	12	.....	
	Islamkot to Vakria	18	0	.....		18	0	14	.....	
	Islamkot to Tar Akheraj ...	6	0	.....		6	0	25	.....	
	Do. to Cháchi	28	0	.....		28	0	30	.....	
	Khario to Dang Haro	12	0	.....		12	0	Not known	.....	
	Total, Mithi Táluka ...	170	0	.....		170	0	.....	.....	
	Táluka Cháchra.									
	Cháchra to Tar Ahmed Rind ...	32	0	.....		32	0	9	51	
	Cháchra to Nabisar	28	0	.....		28	0	10	17	
	Cheylor to Bhu	20	0	.....		20	0	9	12	
	Chachra to Gadro *viâ* Khainsar ...	48	0	.....		48	0	10	77	
	Khainsar to Tar Ahmed Rind ...	24	0	.....		24	0	10	14	
	Do. to Tar Surtan... ...	30	0	.....		30	0	Not known	.....	
	Parno to Manchro	10	0	.....		10	0	10	.....	

Eastern Nára—*concluded.*	Do. to Khimejo Par ...	...	15	0	.....	15	0	8	.....
	Cháchra to Mahari ...	...	24	0	.....	24	0	10	.....
	Tar Ahmed Rind to Sati Dera	...	8	0	.....	8	0	Not known...	.....
	Kantio to Bhu ...	...	10	0	.....	10	0	10	.....
	Total, Cháchra Táluka	...	249	0	.....	249	0	.....	.....
	Táluka Dipla.								
	Dípla to Bulhiari ...	...	12	0	.....	12	0	4	19
	Do. to Rahimiki ...	...	28	0	.....	28	0	4	67
	Lasi to Dáng Valaso ...	...	6	0	.....	6	0	5	.....
	Dípla to Naokot ...	...	28	0	.....	28	0	4	62
	Do. to Kaloi ...	...	24	0	.....	24	0	4	34
	Saro to Vingur ...	...	6	0	.....	6	0	4	.....
	Dípla to Bakwo ...	...	14	0	.....	14	0	7	20
	Siro to Bulhiari ...	...	9	0	.....	9	0	4	.....
	Vingur to Runn ...	...	2	0	.....	2	0	4	.....
	Khan Noliari to Sunskate	...	4	0	.....	4	0	4	.....
	Runn to Koural ...	...	24	0	.....	24	0	5	.....
	Kaloi to Vingi	...	4	0	.....	4	0	5	.....
	Naokot to Rahmiki *viâ* Kaloi	...	40	0	.....	40	0	4	145
	Rohiro to join the Mithi and Panjrio Roads *viâ* Kalian ...	...	8	0	.....	8	0	5	.....
	Piluri to Pangrio ...	...	8	0	.....	8	0	4	13
	Balhiari to Vingur ...	...	10	0	.....	10	0	4	32
	Vingur to Dabhri ...	...	10	0	.....	10	0	4	16
	Hemhar to Verijhap ...	...	10	0	.....	10	0	6	32
	Saran to Saro ...	...	6	0	.....	6	0	10	.....
	Kaloi to Puran ...	...	4	0	.....	4	0	10	.....
	Total, Dipla Táluka	...	257	0	.....	257	0	.....	.....
	Carried over	...	9,773	4,259	160 4,737	9,934	3,716	.....	.....
	Carried over Totals, I, II, III and IV		1,811	4,194	108 3327	1,920	2.241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,811 4,194	108 3,327	1,920 2,241	.....	.....	
		9,773 4,259	160 4,737	9,934 3,716	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Jacobabad Táluka.						
	Road by the Bank of Rajwah ...	1 0	.....	1 0	1,267	27	This road goes from Jacobabad and meets the Mubarakpur road hence it forms part of through lines of communications. The cost of construction of this road is not traceable from the records. The amount shown in column 6 comprises the construction of bridges over it.
	East Dungar Road	1 2,640	.....	1 2,640	884	26	This road commences from the Alipur road going by the bank of Rajwah east of Dungar and meets the Shikárpur road. The amount shown in column 6 comprises the construction of bridges over it.
	West Dungar Road	1 2,640	.....	1 2,640	1,014	38	This road commences from the Cantonment limits going by the bank of Rajwah and meets the Shikápur road. The amount shown in column 6 comprises the construction of bridges over it.
	Durbar Rifle Road	0 3,960	.....	0 3,960	716	14	This road commences from the 1st mile of the Shikárpur road and joins at the Rajwah bank and thence goes within the Cantonment limits. The amount shown in column 6 comprises the construction of bridges over it.

Begari Canals—*continued.*	Branch road going to Railway Station	1	0	.....	1	0	609	18	This road branches off from the Shikárpur road and crossing the Lárkhána road ends at the Railway bund. The amount shown in column 6 comprises the construction of bridges over it.
	Road from Jacobabad to Mámul ...	4	0	.....	4	0	...	81	The cost of construction of this road is not traceable, hence column 6 has been left blank.
	Branch of Alipur Road which meets the Dungar Road	1	2,640	.....	1	2,640	...	14	This road branching off from the Alipur road crosses the Telegraph and Mubarakpur roads and meets the Dungar road. It forms part of through lines of communication.
	Road from Jacobabad to Uch ...	4	0	.....	4	0	297	88	Do. do. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Jacobabad to Alipur ...	3	0	.....	3	0	552	51	Do. do. do.
	Road from Jacobabad to Nurwah going to Goranari	4	0	.....	4	0	1,370	86	Do. do. do.
	Mubárakpur Road from Jacobabad to Nurwah	3	0	.....	3	0	Not known	89	The cost of the construction of this road is not traceable.
	Road from Jacobabad to Monothi ...	1	2,640	.....	1	2,640	Do. ...	52	Average cost of repairs is given for 4 years ending 1890-91.
	Road from Mouladad to Ramzanpur .	10	0	.. ...	10	0	444	741	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Sheranpur to Garhi Khairo	22	0	.....	22	0	Not known .	157	The cost of construction of this road is not traceable, hence column 6 has been left blank.
	Do. from Janidero to Koureja ...	6	0	.....	6	0	Do. ...	84	Do. do.
	Do. from Abad to Koureja ...	3	0	.....	3	0	Do. ...	55	Do. do.
	Do. from Koureja to Wakro ...	6	0	... ..	6	0	Do. ...	66	Do. do.
	Do. from Janidero to Abad ...	5	0	.....	5	0	Do. ...	38	Do. do. Average cost of repairs is given for four years ending 1890-91.
	Do. from Lárkhána to Chausul ...	27	0	.....	27	0	659	209	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Carried over ...	105	3,960	.....	105	3,960	...	...	
		9,773	4,259	160 4,737	9,934	3,716	...	...	
	Carried over Totals, I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	...	...	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward ...	9,773 4,259	160 4,737	9,934 3,716	.....	.....	
		105 3,960	.....	105 3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Jacobabad Táluka—concluded.						
	Road from Chausul to Garhi Khairo	23 0	.....	23 0	Notknown ...	162	The cost of construction of this road is not traceable, hence column 6 has been left blank.
	Do. from Rajhan to Wakro ...	15 0	.....	15 0	Do. ...	54	Do. do.
	Do. from Mauladad to Maharmalla.	23 0	.....	23 0	...	197	Do. do.
	Dumb Road	6 0	.....	6 0	...	69	This road goes from Jacobabad and meets the Rajhan Road to Garhi Khairo, Mundranipur Trigonometrical tower.
	Road from Jacobabad to Mundranipur	12 0	.....	12 0	...	88	The cost of construction of this road which was repaired in 1887-88, is not traceable. This road was repaired only in 1887-88.
	Do. Jacobabad to Begari Bridge	10 2,640	.....	10 2,640	63	1,688	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Telegraph Road from Jacobabad to Kashmor	76 0	.....	76 0	78	1,813	Do. do. Out of 49 Karias on the road 41 are bridged.
	Total, Jacobabad Táluka ...	271 1,320	.....	271 1,320	.....	.....	

	Thul Táluka.									
Begari Canals—*continued.*	Road from Saidukote to Dari ...	20	0	.....	20	0	Unknown ...	132	All the Karias (*i.e.* 24) are not bridged.
	Do. Mirpur to Tangwani ...	20	0	.....	20	0	Do. ...	80	Out of 18 Karias 2 are bridged. The average cost of repairs is shown for two years.
	Do. do. to Dilmurad ...	12	0	.....	12	0	Do. ...	152	Out of 19 Karias 16 are bridged. The average cost of repairs is shown for two years.
	Do. Karampur to Begári ...	4	0	.....	4	0	Do. ...	7	No Karias cross this road.
	Do. old Dilmurad to Goranari road ...	2	0	.....	2	0	Do. ...	...	Four Karias cross this road and none of them is bridged.
	Do. Garhi Hasan to Kalat boundary... ...	6	0	.....	6	0	Do. ...	...	Out of 13 Karias 4 are bridged.
	Do. Fazulgat to Jafarkhan...	2	0	.....	2	0	Do. ...	...	Out of 3 Karias crossing this road none is bridged.
	Do. Udi to Saidukote ...	5	0	.....	5	0	Do. ...	7	There are 8 Karias on this road but none of them is bridged.
	Do. Old Thul to Begari *viâ* Udi	29	0	.....	29	0	Do. ...	239	Out of 27 Karias 2 are bridged.
	Do, Thul to Garhi Rahimdad.	8	0	.....	8	0	*429	98	*The average cost per mile includes the cost of bridges over it. Ten water-courses pass through this road of which five are bridged.
	Do, Old Thul to Jafarkhan.	16	0	.....	16	0	40	100	Ten miles of this road were made in 1885-86; the other 6 miles existed before and there is no record to show when these were made. The average cost of construction is shown for 10 miles, out of 26 Karias passing through it 2 are bridged.
	Do, Old Thul to Jacobabad up to Nurwah ...	19	0	.....	19	0	Unknown ...	190	Average cost of repairs is given for 5 years. Out of 36 Karias 12 are bridged.
	Carried over ...	143	0	.....	143	0	.....	.....	
		10,045	299	160 4,737	10,205	5,036	.....	.....	
	Carried over Totals, I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward ...	10,045 299	160 4,737	10,205 5,036	.....	.....	
		143 0	.....	143 0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Thul Táluka—concluded.						
	Road from Old Thul to Garhi Hassan.	6 0	.....	6 0	135	125	Average cost of repairs is given for 5 years ending 1888-89. The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it. Out of 31 Karias 24 are bridged.
	Do. Do. to Jacobabad *viâ* Mirpur and Mubarakpur up to Sirki Bridge on Nurwah ...	21 0	.....	21 0	Unknown ...	338	Average cost of repairs is given for 5 years. Out of 39 Karias 24 are bridged.
	Do. Mirpur to Chana ...	3 0	.....	3 0	Do. ...	118	Average cost of repairs is given for 5 years. Out of 5 Karias 2 are bridged.
	Do. Mubarakpur to Abad ...	8 0	.....	8 0	Do. ...	53	Average cost of repairs is given for 5 years. Out of 11 Karias 7 are bridged.
	Do. Do. to Ghunia.	6 0	.....	6 0	Do. ...	.....	Out of 8 Karias 6 are bridged.
	Do. Thul to Ghonspur ...	24 0	.....	24 0	Do. ...	80	Out of 36 Karias 2 are bridged.
	Do. Mubarakpur to Miral ...	4 0	.....	4 0	282	39	Do. 6 do. 5 do.
	Do. Do. to Begari Bridge ...	1 0	.....	1 0	Unknown ...	8	There is only 1 Karia which is not bridged.
	Do. Udi to Sher Garh ...	13 0	.....	13 0	203	82	Out of 14 Karias 1 is bridged.
	Do. Do. to Tungwani ...	8 0	.....	8 0	Unknown ...	.....	Do. 14 Karias 3 are bridged.
	Do. Old Thul to Saidokote ...	8 0	.....	8 0	Do. ...	16	Do. 12 Karias 2 are bridged.
	Do. Ghonspur to Tungwani .	12 0	.....	12 0	Do. ...	80	Do. 11 Karias 3 are bridged.

Begari Canals—*continued.*	Do.	Tungwani to Toj ...	3	0	.....	3	0	Do. ...	95	There is no Karia on this portion of the road.
	Do.	Do. to Fazulgat...	6	0	.....	6	0	Do. ...	.....	Out of 5 Karias one is bridged.
	Do.	Mirpur to Sher Garh *viâ* Manjhi Bridge on the Sonewah ...	22	0	.....	22	0	Unknown ...	25	Out of 4 Karias 3 are bridged.
	Do.	Shergarh to Ghonspur ...	12	0		12	0	Do. ...	.....	Do. 14 do. 3 do.
		Total, Thul Táluka ...	300	0	.....	300	0	.....	.....	
		Kashmor Táluka.								
	Road from	Mahar to Kumbri ...	4	0	.....	4	0	45	56	This road was constructed in 1882-83 at a total cost of Rs. 180 from the Local Funds. Out of 11 Karias 1 is bridged.
	Do.	Kashmor to Badani *viâ* Kashmor Bund ...	18	0	.....	18	0	Unknown ...	277	No Karia crosses this road.
	Do.	Gublo to Siple ...	6	0	.....	6	0	Do. ...	78	Do. do.
	Do.	Haibat to Kandkot ...	4	0	.....	4	0	Do. ...	100	There is only one Karia which is not bridged.
	Do.	Haibat to Bhannar ...	6	0	.....	6	0	Do. ...	92	Do. do.
	Do.	Bhannar to Gublo ...	4	0	.....	4	0	Do. ...	84	No Karia crosses this road.
	Do.	Kandkote to Toj ...	11	0	.....	11	0	Do. ...	99	Out of 12 Karias 5 are bridged.
	Do.	Kandkote to Badani ...	16	0	.....	16	0	Do. ...	129	The average cost of maintenance and repairs is shown for 3 years. None of the 5 Karias is bridged.
	Do.	Kumbri to Badani ...	6	0	.....	6	0	Do. ...	60	Do. do. None of the 4 Karias on this road is bridged.
	Do.	Kashmor to Sui up to the Kashmor Táluka boundary ...	6	2,640	.....	6	2,640	Do. ...	37	Average cost of 3 years is shown. Out of 6 Karias 3 are bridged.
	Do.	Ghonspur to Begariwah.	6	0	.....	6	0	Do. ...	50	Do. of 2 years is shown. One Karia crosses this road which is not bridged.
		Carried over ...	87	2,640	.....	87	2,640	.....	.....	
			10,345	299	160 4,737	10,505	5,036	.....	.....	
	Carried over Totals, I, II, III and IV.		1,811	4,194	108 3,327	1,920	2,241	.....	.....	

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LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward.	10,345 299	160 4,737	10,505 5,036	.....	.....	
		87 2,640	.....	87 2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Kashmor Táluka—concluded.						
	Road from Ghonspur to Arain Bridge.	3 0	.....	3 0	Unknown ...	45	Average cost of 2 years is shown. None of the 3 Karias crossing this road is bridged.
	Do. do. to Dari ...	6 0	.....	6 0	Do. ...	50	Do. do. of the 2 Karias is bridged.
	Do. do. to Shergarh ...	5 0	.....	5 0	Do. ...	15	Do. of repairs is shown for 2 years.
	Do. Drakhan to Tungwani up to Thul Táluka boundary ...	27 0	.....	27 0	219	843	Out of 27 Karias 14 are bridged. The amount shown in column 6 comprises the average cost per mile of construction of bridges over it.
	Do. Dari to Arani Bridge ...	6 0	.....	6 0	Unknown ...	40	None of the 2 Karias on this road is bridged.
	Do. Kashmor to the river bank	2 0	.....	2 0	Do. ...	30	Average is shown only for 2 years.
	Do. Ghonspur to Haibat ...	6 2,640	.....	6 2,640	Do. ..	37	Out of 3 Karias on this road none is bridged.
	Do. Telegraph Road to Bakshapur ...	3 0	.....	3 0	47	35	Average cost of repairs for 2 years is shown. None of the 7 Karias crossing this road is bridged.
	Do. Pipli to Haibat ...	4 0	.....	4 0	Unknown ...	.....	This was an abandoned road brought on Local Fund list in 1890-91. Here is only one Karia which is not bridged.
	Do. Pipli to Kandkot ...	12 0	.....	12 0	Do. ...	.....	Do. do. All the Karias (*i.e.*, 8) are not bridged.

Begari Canals—*concluded.*	Do.	Bhanar to Dari ...	6	0	.....	6	0	Do. ...	.....	Do. do. The two Karias crossing this road are not bridged.
	Do.	Toj to Sanhri ...	10	0	.....	10	0	Do. ...	130	Cost of repairs in 1890-91 is only shown as the road was brought on Local Fund list in 1890-91. Out of 6 Karias 5 are bridged.
	Do.	Toj to Kashmor Táluka boundary along Desert Canal	11	0	.....	11	0	Do. ...	40	Do. Out of 19 Karias 14 are bridged.
	Do.	Badani to Dari along the Band	22	0	.....	22	0	Do. ...	.....	Brought on the Local Fund list in 1890-91. None of the 7 Karias on this road is bridged.
	Do.	Badani to Kashmor Bund	15	0	.....	15	0	Do. ...	330	Cost of repairs in 1890-91 is only shown. Not crossed by any Karia.
		Total, Káshmor Táluka ...	226	0	.....	226	0	.....	.....	
		Sháhdádpur Táluka.								
		Road from Sháhdádpur to Imambax Jamali	9	0	.....	9	0	42	50	This road was constructed in 1889-90 at a cost of Rs. 380. Twenty-one Karias cross this road but none of them is bridged. Cost of repairs is given only for one year.
	Do.	Sháhdádpur to Garhi Khairo	14	0	.....	14	0	444	139	Out of 25 Karias crossing this road 6 are unbridged. The amount in column 6 includes the average cost per mile of the construction of the road as well as bridges over it.
	Do.	Garhi Khairo to Lárkhána	11	0	.....	11	0	39	59	Out of 28 Karias crossing this road 6 are bridged. The amount shown in column 6 comprises the average cost per mile of construction of bridges over it.
	Do.	Sháhdádpur to Sujáwal.	5	0	.....	5	0	Unknown ...	136	Out of 7 Karias on this road none is bridged.
		Carried over ...	39	0	.....	39	0	.....	.....	
			10,571	299	160 4,737	10,731	5,036	.....	.....	
		Carried over Totals, I, II, III and IV.	1,811	4,194	108 3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs. a. p.	Rs. a. p.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward...	10,571 299	160 4,737	10,731 5,036	.....	.....	
		39 0	.....	39 0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Sháhdádpur Táluka—concluded.						
Begari Canals—*concluded.*	Road from Sháhdádpur to Kambar...	2 0	.....	2 0	543	161	Out of 5 Karias crossing this road 4 are bridged. The amount shown in column 6 comprises the average cost per mile of construction of bridges over it.
	Do. Sháhdádpur to Dostali...	7 0	.....	7 0	Unknown ...	66	Out of 17 Karias crossing this road 2 are bridged.
	Do. Sháhdádpur to Bago Daro	13 2,640	.....	13 2,640	Do. ...	89	Average cost of repairs is given for 3 years. Out of 22 Karias none is bridged.
	Do. Bago Daro to Kuba Syadkhan ...	7 3,960	.....	7 3,960	Do. ...	18	Do. do. 25 do.
	Do. Sháhdádpur to Kuba Syadkhan... ...	12 16	.....	12 16	Do. ...	56	Do. do. 17 do.
	Total, Sháhdádpur Táluka ...	81 1,336	.....	81 1,336	.....	.....	
	Mehar Táluka.						
	New road from Burra to Radhan Station	3 2,640	.....	3 2,640	21	52	
	Road from Mehar to Radhan Station	8 0	.....	8 0	24	572	
	Do. Tharri to Radhan Station.	2 0	.....	2 0	12	26	
	Roads around Mehar	2 0	.....	2 0	144	147	

Western Canals.	Nára	Road from Mehar to Nao Gote ...	9	0	.....	9	0	24	132
		Do. Nirah to Chana ...	1	0	.....	1	0	20	11
		Branch road from Nirah to Radhan Station	1	2,640	.....	1	2,640	20	41
		Road from Miani Dulan to Nari ...	4	0	.....	4	0	13	36
		Do. Tharri to Shah Panjo	5	0	.....	5	0	14	40
		Do. Tharri to Dayro ...	2	0	.....	2	0	12	15
		Do. Mehar to Sita ...	11	0	.....	11	0	27	323
		Do. Anbar to Kolachi ...	4	0	.....	4	0	24	56
		Do. Mehar to Kolachi ...	4	0	.....	4	0	34	121
		Do. Búndo to Mangwani ...	5	0	.....	5	0	41	92
		Do. Mehar to Kamangar ...	4	0	.....	4	0	60	221
		Do. Mehar to Warah ...	9	0	.....	9	0	11	120
		Do. Mehar to Badeh ...	6	0	.....	6	0	22	53
		Do. Mehar to Gáhi Mahesar ...	2	0	.....	2	0	9	61
		Do. Kamangar to Garkan ...	6	0	.....	6	0	10	46
		Do. Faridabad to Shah Godrio.	8	0	.....	8	0	10	75
		Branch road to Garkan from Kamangar to Faridabad	4	0	.....	4	0	36	50
		Eastern road	11	0	.....	11	0	22	221
		Western road	7	0	.....	7	0	13	104
		Total, Mehár Táluka ...	119	0	.....	119	0	.....	.....
		Kakar Táluka.							
		Road from Kakar to Mehar ...	12	0	.....	12	0	54	325
		Do. Khairpur to Rukan ...	6	0	.....	6	0	16	66
		Do. do. to Mir Hassan	1	2,640	.....	1	2,640	30	51
		Do. Gozo to Bhangar	5	0	.....	5	0	26	62
		Do. Mangwani to Mado ...	8	0	.....	8	0	24	77
		Do. Kakar to Kathia.	2	0	.....	2	0	20	19
		Carried over ...	34	2,640	.....	34	2,640	.....	.....
			10,690	299	160 4,737	10,850	5,036	.....	.....
		Carried over Totals I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

District.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs. a. p.	Rs. a. p.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward ...	10,690 299	160 4,737	10,850 5,036	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*	34 2,640	.....	34 2,640	.....	.....	
	SIND DIVISION—*continued.*						
	Kakar Táluka—concluded.						
Western Nára Canals.	Road from Kakar to Phulji ...	5 0	.....	5 0	22	82	
	Do. Tharri Jado Shahid to Pát Gul Mahomed ...	10 0	.....	10 0	42	108	
	Do. Tharri Jado to Mian Nasir Mahomed... ...	10 0	.....	10 0	22	78	
	Do. Phulpota to Sita Station .	2 0	.....	2 0	37	26	
	Do. Kakar to Kalri ...	2 0	.....	2 0	20	15	
	Do. Sita Station to Kalri ...	5 0	.....	5 0	8	30	
	Do. do. to Machi ...	3 0	.....	3 0	24	45	
	Do. Butra to Sita ...	1 0	.....	1 0	39	37	
	Do. Khairpur to Sita ...	12 0	.....	12 0	25	261	
	Do. Kakar to Sita ...	11 0	.....	11 0	15	130	
	Do. Kande Chauki to Khairpur	2 2,640	.....	2 2,640	20	65	
	Western road	23 0	.....	23 0	24	360	
	Roads around Khairpur ...	2 0	.....	2 0	47	28	
	Branch road to Kathia from Kakar to Khairpur road	0 1,320	.....	0 1,320	56	14	
	Road from Sita Station to Musafirkhana	0 1,760	.....	0 1,760	60	20	
	Total, Kakar Táluka ...	123 3,080	.....	123 3,080	.....	.....	

Western Canals. Nára

Labdaria Táluka.								
Road from Bakrani to Bhangi Kalhora ...	3	0	.....	3	0			232
Do. do. to Kote Chandko	8	0	.....	8	0			203
Do. do. to Lárkhána ...	3	0	.....	3	0			214
Do. do. to Garelo ...	6	0	.....	6	0			223
Do. Lárkhána to Radhan ...	22	0	.....	22	0			263
Do. do. to Dokri ...	11	0	.....	11	0			39
Do. Bhangi Kalhora to Chogharo	2	0	.....	2	0			70
Do. Dokri to Badeh	6	0	.....	6	0	Not known.		224
Do. do. to Hasan Wahan ...	4	0	.....	4	0			118
Do. Bakrani to Dokri ...	7	0	.....	7	0			384
Do. do. to Nao Abad ...	7	0	.....	7	0			254
Do. do. to Hasan Wahan	8	0	.....	8	0			145
Do. Badra to Chana	10	0	.....	10	0			134
Do. Dokari to Thari Mohabat	13	0	.....	13	0			217
Do. Lundani to Radhan ...	1	2,640	.....	1	2,640			2
Do. Chana to Nirah	8	0	.....	8	0			121
Do. Lárkhána to Nasirabad ...	4	0	.....	4	0			62
Do. Dokri to Dokri Station ...	1	1,320	.....	1	1,320	1,279		106
Do. Dokri Station to join the road to Radhan ...	0	2,640	.....	0	2,640	733	.....	
Do. Badra to Mehár Táluka boundary	1	660	.....	1	660	Not known.	.....	
Total, Labdaria Táluka ...	126	1,980	.....	126	1,980	.....	.....	
Dadu Táluka.								
Road from Dádu to Siál	1	0	.....	1	0	8	7	
Do. from Dádu to Laluin Ferry ...	5	0	.....	5	0	5	33	
Do. from Dádu to Jhálo Ferry ...	5	0	.....	5	0	5	31	
Do. from Mundár to Bilawalpur ...	6	0	.....	6	0	5	37	
Do. from Fatehpur to Johi Dang	8	0	.....	8	0	5	48	
Do. from Nurwah to Baghan ...	3	0	.....	3	0	7	21	
Carried over ...	28	0	.....	28	0	.....	.....	
	10,940	79	160 4,737	11,100	4,816	.....	.....	
Carried over Totals I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		10,940	79	160	4,737	11,100	4,816	.....	.....	
		28	0	.....		28	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Dádu Táluka—concluded.									
Western Nára Canals.	Road from Durmohamed Gate to Phulji Station	6	0	.....		6	0	5	40	
	Do. from Kamalkhan to boundary of Bhan, Sehwan Táluka ...	9	0	.....		9	0	6	57	
	Do. from Nurwáh to Bhan ...	5	0	.....		5	0	5	32	
	Do. from Phaka to Kamalkhan ...	4	0	.....		4	0	6	25	
	Do. from Khudabad to Phaka ...	2	0	.....		2	0	6	12	
	Do. from Murakhpur to Son Miani .	1	0	.....		1	0	8	7	
	Do. from Dádu to Wahji Miáni ...	6	0	.....		6	0	8	48	
	Do. from Dádu to boundary of Kákar Táluka	32	0	.....		32	0	15	315	
	Do. from Sita to boundary of Kákar Táluka	1	0	.....		1	0	8	7	
	Do. from Sita to boundary of Mehar Táluka	1	0	.....		1	0	30	12	
	Do. from Kalri to Sita Station ...	3	0	.....		3	0	8	23	
	Do. from Rukan to boundary of Kákar	12	0	.....		12	0	7	85	
	Do. from Mundar to Malik Ferry .	3	0	.....		3	0	5	17	
	Do. from Dádu to Bhan	13	0	.....		13	0	6	102	
	Total, Dadu Táluka ...	126	0	.....		126	0	.....	.....	

	Johi Táluka.							
Western Nara Canals—*contd.*	Road from Johi to Hairo Khan ...	11	1,693	.....		11	1,693	7 80
	Do. from Johi to Sháh Hasan ...	14	4,200	.....		14	4,200	6 96
	Do. from Johi to Hajikhan ...	8	4,677	.....		8	4,677	7 60
	Do. from Johi to Dádu	6	0	.....		6	0	6 36
	Do. from Johi to Phulji	18	0	.....		18	0	11 180
	Do. from Sháh Hasan to Pir Gaji .	7	0	.....		7	0	7 49
	Do. from Shah Hassan to boundary of Sehwan	5	0	.....		5	0	9 45
	Do. from Johi to boundary of Bhan	3	0	.....		3	0	9 27
	Road from Phulji to Hajikhan ...	17	2,982	.....		17	2,982	10 176
	Do. from Hairokhán to Sháhdin ...	3	43	.....		3	43	Unknown. .....
	Do. from Sháh Morio to Phulji ...	4	0	.....		4	0	Do. .....
	Do. from Chini to Sháh Hasan ...	4	0	.....		4	0	23 94
	Total, Johi Táluka ...	102	3,035	.....		102	3,035	....
	Sehwan Táluka.							
	High road from boundary of Sehwan to Dádu boundary ...	23	0	.....		23	0	17 15
	Road from Mathi Aral to Rajghat Ferry	4	0	.....		4	0	17 19
	Do. from Sehwan to Bubak ..	8	0	.....		8	0	15 15
	Do. from Bajar to Bubak ..	9	0	.....		9	0	15 14
	Do. from Bubak to Bhan ...	8	0	.....		8	0	12 10
	Do. from Bhan to Talti	6	0	.....		6	0	9 7
	Do. from Talti to Bubak	8	0	.....		8	0	12 16
	Do. from Bhan to Mori Dehro ...	6	0	.....		6	0	9 7
	Do. from Bhan to Dádu	2	0	.....		2	0	Unknown. 15
	Do. from Bhan to Johi boundary...	2	0	.....		2	0	Do. 20
	Do. from Arazi to Shikárpur ...	1	0	.....		1	0	20 20
	Carried over ...	77	0	.....		77	0	....
		11,168	3,114	160	4,737	11,329	2,571	....
	Carried over Totals, I, II, III and IV	1,811	4,194	108	3,327	1,920	2,241	....

LOCAL FUND ROADS—*continued.*

District.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		11,168	3,114	160	4,737	11,329	2,571	.....	.....	
		77	0	.....		77	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Sehwan Táluka—concluded.									
Western Nara Canals—*concld.*	Road from Sehwan to Jhánghar and Jhánghar to Maliri ...	47	0	.....		47	0	12	12	
	Do. from Jhánghar to Shah-Hasan	12	0	.....		12	0	18	17	
	Do. from Sehwan to Karampur...	2	0	.....		2	0	19	22	
	Do. from Karampur to Tálti ...	5	0	.....		5	0	19	22	
	Do. from Arazi to Bubak Station...	1	2,640	.....		1	2,640	Unknown.	16	
	Do. from Bilhan to Arazi ...	3	2,640	.....		3	2,640	15	19	
	High road to Akhtar	7	0	.....		7	0	13	13	
	Road from Bubak to Aktar ...	4	0	.....		4	0	17	17	
	Total, Sehwan Táluka ...	159	0	.....		159	0	.....	.....	
	Nasirábad Táluka.									
	Road from Warah to Lárkhána ...	11	0	.....		11	0	14	157	
	Do. Nasirabad to Kambar ...	8	0	.....		8	0	11	90	
	Do. Nasirabad to Lárkhána...	6	0	.....		6	0	15	90	
	Do. Nasirabad to Badeh ..	6	0	.....		6	0	34	206	
	Do. Nasirabad to Mehar ...	10	0	.....		10	0	8	83	
	Do. Warah to Mehar ...	10	0	.....		10	0	14	139	
	Do. Nasirabad to Gaji ...	6	0	.....		6	0	9	53	
	Do. Warah to Pahwar ...	5	0	.....		5	0	11	55	

	Do.	Warah to Hamal ...	12	0	.....	12	0	6	77
	Do.	Hamal to Ghebidero ...	6	0	.....	6	0	5	32
	Do.	Warah to Nasirabad ...	8	0	.....	8	0	73	583
	Do.	Badeh to Mehár ...	9	0	.....	9	0	10	92
	Do.	Gaji to Gahi Chandio ...	12	0	.....	12	0	8	100
		Total, Nasirabad Táluka ...	109	0	.....	109	0	.....	.....
Ghar Canals ...		*Sukkur Táluka.*							
	Road from Pirdadani to Bagarji ...		1	1,980	.....	1	1,980	11	15
	Do.	Bagarji to Gosarji and Jehankhan	2	0	.....	2	0	33	67
	Do.	Iron Bridge Sukkur Canal to Rahuja Bridge ...	2	0	.....	2	0	158	316
	Do.	Sukkur Canal to Old road Abdu	1	1,980	.....	1	1,980	106	130
	Do.	Rahuja to Lálmashaik ...	3	660	.....	3	660	45	17
	Do.	Sukkur workshops to Panhar Jatoi and Saidabad	4	0	.....	4	0	17	66
	Do.	Arain to Saidabad ...	2	0	.....	2	0	16	32
	Do.	Arain to Garangwáh Bridge...	1	0	.....	1	0	17	17
	Do.	Sukkur Railway gate to old Saidabad *via* Shahpur	3	2,640	.....	3	2,640	121	423
	Do.	Rahuja to Abad Lakha ...	2	0	.....	2	0	53	106
		Total, Sukkur Táluka ...	22	1,980	.....	22	1,980	.....	.....
		Naushahro Abro Táluka.							
	Road from Gárhi Yásin to Ruk ...		10	0	.....	10	0	58	443
	Do.	Drakhan to Gaheja ...	6	0	.....	6	0	59	277
	Do.	Drakhan to Madeji ...	9	0	.....	9	0	59	592
		Carried over ...	25	0	.....	25	0	.....	.....
			11,458	5,094	160 4,737	11,619	4,551	.....	.....
	Carried over Totals, I, II, III, and IV.		1,811	4,194	108 3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Total average Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		11,458	5,094	160	4,737	11,619	4,551	.....	.....	
		25	0	.....		25	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Naushahro Abro Táluka—continued.									
	Road from Shikárpur to Lárkhána...	16	0	.....		16	0	108	317	
	Do. Rato-dero to Jacobabad..	6	0	.....		6	0	12	175	
	Do. Gaheja to Lakhi ...	13	0	.....		13	0	19	200	
	Total, Naushahro Abro Táluka ...	60	0	.....		60	0	.....	.....	
	Lárkhána Táluka.									
	Road from Lárkhána to Kambar ...	10	660	.....		10	660		907	
	Do. do. to Abad ...	5	0	.....		5	0		279	
	Do. do. to Bakrani ...	4	660	.....		4	660		242	
	Do. do. to Phulu Bund..	4	3,630	.....		4	3,630		142	
	Do. do. to Akil ...	10	0	.....		10	0		306	
	Do. Khairpur to Ghogharo...	4	0	.....		4	0		218	
	Do. Ghogharo to Bakrani ...	3	4,620	.....		3	4,620		121	
	Do. Lárkhána to Shikárpur...	7	3,300	.....		7	3,300		261	
Ghár Canals—*continued.*	Do. do. to Rato-dero ...	9	2,640	.....		9	2,640		575	
	Do. do. to Garhi Khairo Jamáli ...	12	4,620	.....		12	4,620	Not known.	767	

Do.	do.	to Warah ...	14	3,300	.....	14	3,300	570
Do.	do.	to Nasirabad ...	11	660	.....	11	660	414
Do.	do.	to Fordwáh ...	7	1,980	.....	7	1,980	91
Do.	Rato-dero	to Kambar ...	8	1,980	.....	8	1,980	286
Do.	Lárkhána	to Arija ...	6	0	.....	6	0	407
Do.	do.	to Badra ...	5	1,980	.....	5	1,980	151
Do.	do.	to Shahal Mahomed ...	6	2,970	.....	6	2,970	69
Do.	do	to Dokri ...	4	3,300	.....	4	3,300	190
Do.	Fatehpur	to Naodero ...	3	1,980	.....	3	1,980	121
	Total, Lárkhána Táluka ...		139	1,320	.....	139	1,320	....
	Kambar Táluka.							
Road from	Kambar	to Rato-dero ...	9	0	.....	9	0	266
Do.	do.	to Sijáwal ...	12	0	.....	12	0	265
Do.	do.	to Shahdádpur ...	18	2,640	.....	18	2,640	392
Do.	do.	to Dostali ...	9	0	.....	9	0	105
Do.	do.	to Ber	4	0	.....	4	0	62
Do.	Dostali	to Hamal ...	7	2,640	.....	7	2,640	90
Do.	do.	to Garhi Khairo Jamáli ...	8	0	.....	8	0	95
Do.	Shahdádpur	to Rato-dero	3	0	.....	3	0	38
Do.	Dostali	to do. ...	14	0	.....	14	0	Not known. 241
Do.	do.	to Sijáwal...	5	0	.....	5	0	46
Do.	Shahdádpur	to Bago ...	4	0	.....	4	0	16
Do.	Dostali	to Garhi Sher Mahomed Naich ...	7	0	.....	7	0	37
Do.	Kambar	to Panwharo ...	10	0	.....	10	0	81
Do.	Kambar	to Lárkhána ...	3	1,980	.....	3	1,980	313
Do.	do.	to Nasirabad ...	6	0	.....	6	0	94
Do.	Gaibidero	to Hamal ...	11	0	.....	11	0	49
	Total, Kambar Táluka ...		131	1,980	.....	131	1,980	....
	Carried over ...		11,789	3,114	160 4,737	11,950	1,571	....
	Carried over Totals, I, II, III and IV.		1,811	4,194	108 3,327	1,920	2,241	....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.		Rs.	
		1,811 4,194	108 3,327	1,920 2,241	.....	.....	
	Brought forward ...	11,789 3,114	160 4,737	11,950 1,571	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Rato-dero Táluka.						
Ghár Canals—*concluded.*	Road from Rato-dero to Naodero ...	10 1,320	.....	10 1,320		1,848	
	Do. Lárkhána to Shikárpur...	10 1,320	.....	10 1,320		434	
	Do. Naodero to Fatehpur ...	4 3,960	.....	4 3,960		42	
	Do. Rato-dero to Kambar ..	6 1,320	.....	6 1,320		83	
	Do. do. to Dostali ...	10 3,960	.....	10 3,960		254	
	Do. do. to Sijáwal ...	10 3,960	.....	10 3,960		378	
	Do. Sijáwal to Shahdadpur ..	3 3,960	.....	3 3,960			
	Do. Lárkhána to Garhi Khairo Jamáli	13 2,640	.....	13 2,640	Not known.	268	
	Do. Rato-dero to Jacobabad..	2 1,320	.....	2 1,320		.....	This road is part of road from Rato-dero to Lárkhána and therefore the average cost of maintenance and repairs is not shown.
	Do. Rato-dero-Naodero Road to Madeji Road ...	6 1,320	.....	6 1,320		106	
	Do. Rato-dero to Drakhan ...	3 660	.....	3 660		157	
	Do. Bungaldero to Khairodero	2 2,640	.....	2 2,640		67	
	Do. Khairodero to join the Kambar Road	2 0	.....	2 0		200	
	Do. Naodero to Akil ...	2 0	.....	2 0		25	
	Do. Sijáwal to Dostali ...	2 2,640	.....	2 2,640		.....	
	Do. Rato-dero-Jacobabad road to Shahbazi Mahesar	12 1,320	.....	12 1,320	.....	.....	
	Do. Rato-dero Lárkhána ...	7 3,960	.....	7 3,960	.....	768	
	Do. Sijawal to Kambar ...	3 0	.....	3 0	.....	100	
	Total, Rato-dero Táluka ...	113 4,620	.....	113 4,620	.....	.....	

	Shikárpur Canals.									
Shikárpur Canals	Roads in the Sukkur Táluka Local Board.	143	0	.....		143	0	39	7,202	Some of these roads are grassed.
	Do. in the Shikárpur do. do. ...	241	330	.....		241	330	33	8,334	
	Do. in the Nausharo Abro Táluka Local Board.	127	1,980	.....		127	1,980	60	8,543	
	Do. in the Rohri Táluka do. ...	208	0	.....		208	0	37	2,248	
	Do. in the Ghotki do. do. ...	223	0	.....		223	0	42	3,834	
	Do. in the Mirpur do. do. ...	102	0	.....		102	0	47	1,578	
	Do. in the Ubauro do. do. ...	151	0	3	0	154	0	51	1,927	
	Total, Shikárpur Canals ...	1,195	2,310	3	0	1,198	2,310	.....	.....	
	Sujáwal Táluka.									
Karáchi Canals	Road from Belo to Sujáwal ..	10	0	.....		10	0	Unknown ...	331	
	Do. from Murádpur to Sujáwal ..	2	0	.....		2	0	456	280	
	Do. from Jár to do. ...	4	2,640	.....		4	2,640	645	113	
	Do. from Belo to Saidpur Kháro and thence to Koti Almo ...	12	0	.....		12	0	Unknown ...	82	
	Do. from Belo to Murádpur ...	7	0	.....		7	0	Do. ...	757	
	Do. from Saidpur to Belo ...	8	0	.....		8	0	Do. ...	45	
	Do. from Wálisháh to Choritáni ...	7	0	.....		7	0	Do. ...	74	
	Do. from Sujáwal to Mirpur ...	9	0	.....		9	0	Do. ...	548	
	Do. from do. to boundary Johi Táluka ...	12	0	.....		12	0	Do. ...	177	
	Do. from do. to Báhádipur ...	6	0	.....		6	0	Do. ...	97	
	Do. from Jár to Mirpur ...	2	0	.....		2	0	Do. ...	10	
	Do. from Sujáwal to Saidpur ...	4	0	.....		4	0	Do. ...	66	
	Do. Belo to Wálisháh	10	0	.....		10	0	Do. ...	415	
	Total, Sujáwal Táluka ...	93	2,640	.....		93	2,640	.....	.....	
	Mirpur Batora Táluka.									
	Road from Mirpur Bátora to Daro and thence to Wálisháh ...	8	0	.....		8	0	Unknown ...	166	
	Do. from Mirpur Bátora to Jhoke .	7	0	.....		7	0	Do. ...	150	
	Do. from do. to Khorwáh	6	0	.....		6	0	Do. ...	228	
	Carried over ...	21	0	.....		21	0	.....	.....	
		13,192	2,124	163	4,737	13,356	1,581	.....	.....	
	Carried over Totals, I, II, III and IV.	1,811	4,194	108	3,327	1,920	2,241	.....	.....	

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	13,192	2,124	163	4,737	13,356	1,581	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*	21	0	.....		21	0	.....	.....	
	SIND DIVISION—*continued.*									
	Mirpur Batora Táluka—concluded.									
	Road from Bágh Dháman to Kario Petáro	7	0	.....		7	0	Do. ...	107	
	Do. from Mirpur Bátora to Jár ...	5	0	.....		5	0	Do. ...	101	
	Do. from Mirpur Batora to boundary of Sujáwal Táluka	5	0	.....		5	0	Do. ...	73	
	Do. from Mirpur Batora to boundary of Jati Táluka	9	0	.....		9	0	Do. ...	258	
	Do. from Baraligazo to Lakho Lutifulláh	3	0	.....		3	0	Do. ...	53	
	Do. from Atalsháh to Baraligazo and thence to Khádi ...	5	0	.....		5	0	Do. ...	114	
	Do. from Bachal Gugo to Gul Mahomed Gugo	3	0	.....		3	0	Do. ...	41	
	Do. from Bágh Dháman to Saidpur.	3	2,640	.....		3	2,640	Do. ...	49	
	Do. from Daro to Bano and thence to Mulchand	17	0	.....		17	0	Do. ...	360	
	Do. from Atalsháh to Bagh Dháman.	3	0	.....		3	0	Do. ...	43	
	Do. from Baraligazo to Báno ...	2	0	.....		2	0	Do. ...	23	
Karáchi Canals —*continued.*	Do. from Khádi to Chábro ...	5	0	.....		5	0	185	398	
	Do. from Jhoki to Abral and thence to Laikpur	10	0	.....		10	0	36	350	Constructed in 1889-90.
	Do. from Jár to Kharar	3	0	.....		3	0	18	.....	Do. in 1890-91.
	Total, Mirpur Bátora Táluka ...	101	2,640	.....		101	2,640	.....	.....	

Jati Táluka.								
Road from Sátárdinosháh to Ghár Chehátho	3	0	.....	3	0	Unknown ...		49
Do. from Wádheriun to Shahkapur.	3	0	.....	3	0	Do. ...		49
Do. from Moghalbin to Gando Chalan	18	0	.....	18	0	Do. ...		235
Do. from Shahkapur to Gando Chálan	2	0	.....	2	0	Do. ...		21
Do. from boundary of Sháhbandar to that of Sujáwal	10	0	.....	10	0	Do. ...		314
Do. from Moghalbin to Chách Jehankhan	15	0	.....	15	0	Do. ...		194
Do. from Moghalbin to Báhádipur.	15	0	.....	15	0	Do. ...		153
Do. from Moghalbin to Ládiun ...	10	0	.....	10	0	Do. ...		161
Do. from Moghalbin to Ver ...	24	0	.....	24	0	Do. ...		147
Total, Jati Táluka ...	100	0	.....	100	0	.....		.....
Sháhábandar Táluka.								
Road from Sháhabandar to Chách Jehankhan	14	0	.....	14	0	Unknown ...		292
Do. from Chách to Báhádipur ...	12	0	.....	12	0	Do. ...		213
Do. from Ládiun to Ghar... ...	7	0	.....	7	0	Do. ...		196
Do. from Ládiun to Gungo ...	8	0	.....	8	0	Do. ...		199
Do. from Sháhábandar to Báhádipur	18	0	.....	18	0	Do. ...		355
Do. from Gungáni to Jatoi ...	6	0	.....	6	0	} 67	}	452
Do. from Jatio to Ferry	6	0	.....	6	0			
Do. from Sháhabandar to Bagani...	13	0	.....	13	0	Unknown ...		226
Do. from Ládiun to Gungáni ...	8	0	.....	8	0	Do. ...		254
Do. from Dubo road from the boundary of Jati to Ládiun.	2	0	.....	2	0	Do. ...		126
Do. from Ladiun to High road ...	0	1,320	.....	0	1,320	Do. ...		5
Total, Sháhábandar Táluka ...	94	1,320	.....	94	1,320	.....		.....
Carried over ...	13,488	804	163 4,737	13,652	261	.....		.....
Carried over Totals, I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,811	4,194	108	3,327	1,920	2,241	.....	.....	
		13,488	804	163	4,737	13,652	261	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Kotri and Mánghand Tálukas—									
Karáchi Canals.—*continued.*	High road from River Baran to Mánghand	40	0	.....		40	0	Unknown ...	1,627	
	Road from Khasai to Gopang ...	0	2,640	.....		0	2,640	Do. ...	10	
	Do. from Budahpur to Budahpur Railway Station	1	0	.....		1	0	Do. ...	5	
	Three parts of road Bhian	1	2,640	.....		1	2,640	Do. ...	20	
	Road from Petaro to Station Petaro.	1	2,640	.....		1	2,640	Do. ...	19	
	Do. from Bada to Bada Ferry ...	1	0	.....		1	0	Do. ...	10	
	Road No. 46 from Unerpur to Bánd Virah	20	0	.....		20	0	Do. ...	30	
	Road from Baran to Laliyan ...	18	0	.....		18	0	Do. ...	12	
	Road No. 3 from Khairajo to Charlo.	91	0	.....		91	0	Do. ...	150	
	Road No. 4 from Khajur to Taung.	19	0	.....		19	0	Do. ...	20	
	Road No. 45 from Ahmedkhán to Bulakhán	5	0	.....		5	0	Do. ...	12	
	Road No. 42 from Bulakhán to Gaghar	8	0	.....		8	0	Do. ...	25	
	Road from Karchat to Khirthar ...	10	0	.....		10	0	Do. ...	25	
	Do. from Kotri to Ghaghar ...	25	0	.....		25	0	Do. ...	20	
	Road No. 47 from Khanpur to band Virah	20	0	.....		20	0	Do. ...	33	

Road from boundary Mánghand to Sehwan boundary	42	2,640	.....		42	2,640	Do. ...	986
Do. from Laki to Dhara Tirath ...	2	0	.....		2	0	Do. ...	40
Do. from San to San Railway Station	2	0	.....		2	0	Do. ...	15
Do. from Amri to the river ...	0	1,760	.....		0	1,760	Do. ...	5
Do. from Mánghand to River Ferry	1	0	.....		1	0	Do. ...	10
Do. from Mánghand to the Manghand Station...	1	0	.....		1	0	Do. ...	10
Do. from Mánghand Railway pipe to Railway bank	0	2,640	.....		0	2,640	Do. ...	15
Do. from Manghand office to Bhai Gobindas' Garden	0	1,657	.....		0	1,657	Do. ...	5
Do. from Manghand Railway pipe to Railway Station	0	2,640	.....		0	2,640	Do. ...	10
Do. from Railway to Golara ...	5	0	.....		5	0	Do. ...	100
Total, Kotri and Mánghand Tálukas.	316	3,417	.....		316	3,417	.....	.....
Karáchi and Sakro Tálukas.								
Road from Karáchi Municipal boundary to Sakro Táluka boundary	30	0	.....		30	0	Not known...	486
Do. from Karáchi Municipal boundary to Deús Goth	14	0	.....		14	0	Do. ...	149
Do. do. to Pir Mangho ...	7	0	.....		7	0	Do. ...	135
Do. from Vira's Garden to Sukhiojo Goth	4	0	.....		4	0	Do. ...	44
Do. from Landhi to Darsano Chano.	9	0	.....		9	0	Do. ...	92
Do. from Pir Mangho to Murád Khan's Bund	7	0	.....		7	0	Do. ...	61
Carried over ...	71	0	.....		71	0	.....	.....
	13,804	4,221	163	4,737	13,968	3,678	.....	.....
Carried over Totals, I, II, III and IV	1,811	4,194	108	3,327	1,920	2,241	.....	.....

LOCAL FUND ROADS—*concluded.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	13,804	4,221	163	4,737	13,968	3,678	.....	.....	
		71	0	.....		71	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Karáchi and Sakro Tálukas—concld.									
	Road from Pir Mangho to Loharo Lungh	15	0	.....		15	0	Not known...	119	
	Do. from Karáchi Municipal boundary to Kohistan	30	0	.....		30	0	Do.	383	
	Do. from Karáchi Municipal boundary to Sonmiani	10	2,640	.....		10	2,640	Do.	195	
	Do. from Dabeji to Gharo... ...	7	0	.....		7	0	Do.	77	
	Do. from Gharo to Haji Girano ...	8	3,960	.....		8	3,960	Do.	96	
	Do. from Haji Girano to Mirpur Sakro	4	1,320	.....		4	1,320	Do.	60	
	Do. from Mirpur Sakro to Babra .	6	3,960	.....		6	3,960	Do.	86	
	Do. from Babra to Jhorwah and to Ghorabari boundary ...	4	0	.....		4	0	Do.	33	
	Do. from Gharo to Ghulamullah...	17	3,960	.....		17	3,960	Do.	135	
	Road from Ghulamullah to Tatta boundary	3	2,640	.....		3	2,640	Do.	38	
	Do. from Karampur to new Var ...	2	3,960	.....		2	3,960	Do.	64	
	Do. from Karampur to Sheikh Mana	2	3,960	.....		2	3,960	Do.	13	
	Do. from Mirpur Sakro to Ghulamalla Ghorabari boundary ...	6	2,640	.....		6	2,640	Do.	56	
	Do. from Babra to Gaja and to Gharo Tatta boundary ...	3	0	.....		3	0	Do.	24	

Karáchi Canals —*continued.*	Do. from Gharo to Karáchi Táluka boundary	5	0	.....	5	0	Do.	49
	Do. from Babra to Ghulamallah	5	0	.....	5	0	Do.	45
	Do. from Gharo to Gujo	12	0	.....	12	0	Do.	72
	Do. from Mirpur Sakro to Patan Ghulamullah	13	2,640	.....	13	2,640	Do.	104
	Total, Karáchi and Sakro Tálukas...	229	0	.....	229	0	.....	.....
	Tatta Táluka.							
	Road from Gujo to Nai Baran ...	58	0	.....	58	0	Do.	910
	Do. from Tatta to Pir Patho ...	14	0	.....	14	0	Do.	354
	Do. from Tatta to Satiun ...	2	2,640	.....	2	2,640	Do.	170
	Do. from Tatta to Chack Samarki Band	1	1,320	.....	1	1,320	Do.	89
	Road from Tatta to Thaim and Thaim to Ghorabári boundary ...	14	0	.....	14	0	.....	556
	Do. from Thaim to Marho and Thaim to Ghorabári Táluka boundary	1	2,640	.....	1	2,640	.....	33
	Do. from Tatta to Bawa Purandas	6	0	.....	6	0	.....	67
	Do. from Sonda to River Ferry ...	3	2,640	.....	3	2,640	.....	51
	Do. from Sonda to Patan Lakho Lutifulah	4	0	.....	4	0	.....	33
	Do. from Jerruck to Mayting ...	6	0	.....	6	0	.....	53
	Do. from Jerruck to Rajo Nizamani and to Ungar	6	0	.....	6	0	.....	86
	Total, Tatta Táluka ...	116	3,960	.....	116	3,960	.....	.....
	Ghorabari Táluka.							
	Road from Dabeji to Keti Bandar ...	20	2,640	.....	20	2,640	.....	207
	Do. from Gharo to Puro Bhiman...	10	0	.....	10	0	.....	89
	Do. from Karampur to Pir Patho...	2	2,640	.....	2	2,640	.....	57
	Do. from Mirpur Sakro boundary to Kotriallahrukhioshah ...	12	0	.....	12	0	... ..	323
		45	0	.....	45	0	.....	.....
	Carried over ...	14,150	2,901	163 4,737	14,314	2,358	.....	.....
	Carried over Totals I, II, III and IV	1,811	4,194	108 3,327	1,920	2,241	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		1,811	4,194	108	3,327	1,920	2,241	.....	.....	
	Brought forward ...	14,150	2,901	163	4,737	14,314	2,358	.....	.....	
		45	0	.....		45	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Ghorabari Táluka—concluded.									
Karáchi Canals —*concluded.*	Road from Jungshahi to Keti Bandar.	47	2,640	.....		47	2,640	Unknown ...	1,105	
	Do. Kotri Ghorábári to Gharo.	18	2,640	.....		18	2,640	Do. ...	511	
	Do. Machara to Bhiman ...	4	0	.....		4	0	Do. ...	54	
	Do. Pir Patho to Hayat Gaho.	10	2,640	.....		10	2,640	Do. ...	219	
	Do. Meharwah to Kotri Ghorábári	1	0	.....		1	0	Do. ...	36	
	Do. Goth Marhi to Patan Munara Ferry... ...	3	2,640	.....		3	2,640	Do. ...	50	
	Do. Uderolal to Garko ...	4	3,960	.....		4	3,960	Do. ...	95	
	Do. Juma Dal to Khirsan ...	5	2,640	.....		5	2,640	Do. ...	45	
	Do. Mehran to Muradani ...	2	3,960	.....		2	3,960	Do. ...	41	
	Do. Avibandar to Keti Bandar.	3	0	.....		3	0	Do. ...	7	
	Do. Gulel to Road No. 13 (Jungshai) to Keti Bandar ...	4	2,640	.....		4	2,640	Do. ...	54	
	Do. Khalifa to Baghar ...	5	0	.....		5	0	Do. ...	90	
	Do. Pir Patho ascent to down Tatta Road	1	0	.....		1	0	Do. ...	9	
	Do. Kotri Ghorabari to Uderolal	1	0	.....		1	0	Do. ...	10	
	Total, Ghorábári Táluka ...	157	2,640	.....		157	2,640	.....	.....	
	TOTAL, SIND DIVISION ...	9,540	5,242	3	0	9,543	5,242	.....	.....	
	Total, (V) Village or Cleared Roads .	12,496	1,347	55	1,410	12,551	2,757	.....	.....	
	Grand Total for Local Fund Roads...	14,308	261	163	4,737	14,471	4,998	.....	.....	
	Totals of I, II, III, IV, and V Roads.	14,308	261	163	4,737	14,471	4,998	.....	.....	

Note.—It may be remarked that as Sind is a flat plain, road-making is very easy, consisting mainly of demarcating, excavating, two-side trenches and levelling irregularities flat, while the repairs are cheap, consisting only of filling up hollows, and, in Upper Sind of strawing the roads with pampar grass to preserve them.

ABSTRACT.

Classification and Names of Roads.	Length in Miles.						Remarks.
	Completed.		In progress.		Total.		
Local Fund Roads.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—Roads metalled, bridged and drained throughout.							
Northern Division	34	2,587	9	3,960	44	1,267	
Southern do.	10	60	.....		10	60	
Central do.	.....		.....		.....		
Sind do.	.....		.....		.....		
Total ...	44	2,647	9	3,960	54	1,327	
II.—Roads, metalled and drained throughout, but the large Rivers not bridged.							
Northern Division	2	2,870	.....		2	2,870	
Southern do.	39	0	.....		39	0	
Central do.	3	38	.....		3	38	
Sind do.	.....		.....		.....		
Total ...	44	2,908	.....		44	2,908	
III.—Muram roads bridged and drained throughout.							
Northern Division	30	1,759	55	687	85	2,446	
Southern do.	129	2,640	1	2,640	131	0	
Central do.	1	530	.....		1	530	
Sind do.	13	0	.....		13	0	
Total ...	173	4,929	56	3,327	230	2,976	
IV.—Muram roads drained throughout, but the large Rivers not bridged.							
Northern Division	20	2,640	11	2,640	32	0	
Southern do.	1,105	310	18	2,640	1,123	2,950	
Central do.	423	1,320	12	1,320	435	2,640	
Sind do.	.....		.....		.....		
Total ...	1,548	4,270	42	1,320	1,591	310	
V.—Village or cleared roads.							
Northern Division	635	5,158	15	3,960	651	3,838	
Southern do.	964	4,840	31	2,730	996	2,290	
Central do.	1,354	1,947	5	0	1,359	1,947	
Sind do.	9,540	5,242	3	0	9,543	5,242	
Total ...	12,496	1,347	55	1,410	12,551	2,757	
Grand Total for I, II, III, IV, and V ...	14,308	261	163	4,737	14,471	4,998	

Statement showing the Mileage, &c., and Progress of MUNICIPAL ROADS maintained by Civil Agency in the Bombay Presidency for the year 1890-91.

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.						
	NORTHERN DIVISION.						
	Surat.						
Surat	Road from Bazárvav to Surti Náka in the town of Mándvi	0 1,100	.....	0 1,100	1,735	72	
	Bulsár.						
	Road from Párdi Road to Custom-House	2 1,490	.....	2 1,490	Not known...	Not known.	
	Total, Surat Collectorate ...	2 2,590	.....	2 2,590	.....	.....	
	Broach.						
Broach... ...	Road from Railway Station to seats passing by the mills	3 725	.....	3 725	49,737	2,163	
	Do. from Railway Station to Fire Engine-shed at Vijalpur *viâ* Juna Bazár, Lál Bazár and Katpore Slope	2 2,717	.....	2 2,717	55,684	.....	
	Total, Broach District ...	5 3,442	.....	5 3,442	.....	.....	
	Road from Kalyán Railway Station to Kalyán Bandar	1 0	.....	1 0	200	100	

Thána ...	Road from Bassein Town to the Mánikpur Station Road (portion within municipal limits) ...	1	0	.....	1	0	204	1,001
	Portion of the Bassein-Agáshi Road within Municipal limits ...	1	0	.....	1	0		
	Part of the Bombay-Agra Road within Municipal limits	1	0	.....	1	0	Not known...	1,770
	Part of the Bombay-Poona Road ...	0	3,960	.....	0	3,960	Do.	.....
	Total, Thána District ...	4	3,960	.....	4	3,960	.....	.....
Bombay ...	Road from Colába Point to Duncan Causeway	12	845	.....	12	845	23,760	60,192
	Road from Lady Jamsetji Causeway to its junction with the main road at Náráyen Road	2	950	.....	2	950	23,760	10,791
	Total, Bombay ...	14	1,795	.....	14	1,795	.....	.....
	TOTAL, NORTHERN DIVISION ...	27	1,227	.....	27	1,227	.....	.....
	SIND DIVISION.							
Shikárpur Canals	Shikárpur Municipal Road	0	3,135	.....	0	3,135	1,032	213
	Sukkur do. do. ...	6	4,752	.....	6	4,752	Not known	1,241
	Rohri do. do.	3	2,640	.....	3	2,640	110	233
	Total, Shikárpur Canals ...	10	5,247	.....	10	5,247	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Napier Mole Road and Bandar Road.	5	0	.....	5	0	Not known	5,142
	Total, Karáchi Canals ...	5	0	.....	5	0	.....	.....
	Carried over ...	43	1,194	.....	43	1,194	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	43 1,194	.....	43 1,194	.....	.....	
	I.—ROAD METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	SIND DIVISION—*concluded.*						
	Hyderabad Canals.						
Hyderabad Canals.	Road to Tando-Alayhar from Nazir's office to Detal Shah Incline ...	0 4,130	.....	0 4,130	26*	126	* As these roads were constructed more than 15 years ago, actual cost cannot be ascertained from the Municipal records exactly.
	Road to Tando-Alayhar from Dharamshala post Sangatwah bridge to the Fuleli Stone Bridge .	0 4,080	.....	0 4,080	102	230	
	Road to Tando Mahomed Khán from Victoria Native General Library to Fort Incline	0 3,030	.....	0 3,030	2,249	150	
	Road to Miani from market Police Station to old jail aqueduct ...	0 680	.....	0 680	74	521	
	Total, Hyderabad Canals ...	2 1,360	.....	2 1,360	.....	.....	
	TOTAL, SIND DIVISION ...	18 1,327	.....	18 1,327	.....	.....	
	Total, (I).—Roads, metalled, bridged and drained throughout	45 2,554	.....	45 2,554	.....	.....	

	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	CENTRAL DIVISION.									
	Sávda.									
Khándesh ...	Agra road lying within the town of Sávda	0	880	.....		0	880	1,292	*50	* Average of three years.
	Fazpur to Sávda Station Road portion lying within the town of Sávda	0	2,695	.....		0	2,695	.....	*10	* Rs. 915 were spent on repairs in the year 1890-91.
	Bhusával Municipality.									
	New Warangaon Road from Tawjis "mala" to Indian Cotton Company's Press	0	833	0	200	0	1,033	Original cost cannot be ascertained.	Rs. 1,794 average for the whole has been shown as it cannot be ascertained for each separate portion.	
	From near the Railway under Bridge to Sakegaon Slir	0	2,772	.....		0	2,772			
	New Road from Police Chowdi to the bank of the "Nála" ...	0	351	.....		0	351			
	From the corner of the Lamb Peit to the beef and slaughter-house south wards	0	400	.....		0	400			
	From the Sátára Dharamsháll to the Sátára village Chowdi ...	0	938	.....		0	938			
	Shirpur Municipality.									
	Piece of Taramal Road passing through Municipal Limits ...	0	990	.....		0	900	2,000	None ever done up to date.	Special repairs in 1890-91 Rs. 224.
	Total, Khándesh District ...	1	4,579	0	200	1	4,779	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1	4,579	0	200	1	4,779	.....	.....	
	Carried over ...	47	1,853	0	200	47	2,053	.....	.....	
	Carried over Total of I ...	45	2,554	.....		45	2,554	.....	.....	

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile. Rs.	Average annual Cost of Maintenance and Repairs in the last five years. Rs.	Remarks.
	Brought forward ...	45	2,554	.....		45	2,554	.....	.....	
		47	1,853	0	200	47	2,053	.....	.....	
	II.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	ADEN.									
Aden	Jail-Tavella Tank Road	0	3,681	.....		0	3,681	Not known.	.....	
	Church Tavella Tank Road	0	3,039	.....		0	3,039			
	Bazár and Jaffran Road with cross roads	0	3,699	.....		0	3,699			
	Musfid-Aban Road	0	1,500	.....		0	1,500			
	Aidroos-Musjid Road	0	1,611	.....		0	1,611			
	Malla-Bandar Road	0	2,400	.....		0	2,400			
	Malla-Bandarcross-road	0	699	.....		0	699			
	Crescent Road	0	1,644	.....		0	1,644			
	Crescent cross-road	0	261	.....		0	261			
	Market Road...	0	699	.....		0	699			
	Daswi Bazar Road	0	2,190	.....		0	2,190			
	Shaik Othman Road...	2	516	.....		2	516			
	Vali Road	0	4,482	.....		0	4,482			
	Lime kiln Road	1	225	.....		1	225			
	Pier Road	1	1,845	.....		1	1,845			
	Connaught Road	1	4,746	.....		1	4,746		.....	
	Distillery Road	0	3,453	.....		0	3,453			
	Hunter Road...	0	540	.....		0	540			
	Total, Aden ...	12	270	.....		12	270	.....	.....	

	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Tata Road	1	4,220	.....	1	4,220	Not known .	1,306
	Total, Karáchi District ...	1	4,220	.....	1	4,220	.....	.....
	Total, Sind Division ...	1	4,220	.....	1	4,220	.....	.....
	Total, (II).—Roads, metalled and drained throughout, but the large rivers not bridged	15	3,789	0 200	15	3,989	.....	.....
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.							
	NORTHERN DIVISION.							
Surat	Road from Bulsár Railway Station to the District Bungalow, Bulsár...	0	3,200	.....	0	3,200	Not known...	.....
	Total, Surat District ...	0	3,200	.....	0	3,200	.....	.....
	TOTAL, NORTHERN DIVISION ...	0	3,200	.....	0	3,200	.....	.....
	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals . {	Tatta Road	2	500	.....	2	500	Not known .	531
	Sehwan Road	2	0	.....	2	0	Do. ...	507
	Total, Karáchi Canals ...	4	500	.....	4	500	.....	.....
	TOTAL, SIND DIVISION ...	4	500	.....	4	500	.....	.....
	Total, (III). Muram roads, bridged and drained throughout ...	4	3,700	.....	4	3,700	.....	.....
	Carried over ...	65	4,763	0 200	65	4,963	.....	.....
	Carried over Totals, I, II and III...	65	4,763	0 200	65	4,963	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	65	4,763	0	200	65	4,963	.....	.....	
		65	4,763	0	200	65	4,963	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	Northern Division.									
Thána	Road from Kelve Máhim and from Máhim to Shirgaon	1	3,960	0	1,320	2	0	200	398	
	Total, Thána District ...	1	3,960	0	1,320	2	0	.....	.....	
	Total, Northern Division ...	1	3,960	0	1,320	2	0	.....	.....	
	Southern Division.									
	Kumta.									
	Coast road from Amdalli to Honávar *viâ* Bankikod, Gokran and Kumta	0	1,400	.....		0	1,400	89	20	
	Sirsi.									
	Road from Sirsi to Sonda *viâ* Hullekal	0	4,450	.....		0	4,450	18	17	
Kánara... ...	*Kárwár.*									
	Kajubag-Sunkery Road	3	838	.....		3	838	Not known...	158	
	Road from the junction of the Koney-Sezwad Road to Bingi pier *viâ* Bingi Ghat	0	2,640	.....		0	2,640	Do. ...	17	
	Total, Kánara District ...	4	4,048	.....		4	4,048	.....	.....	
	Total, Southern Division ...	4	4,048	.....		4	4,048	.....	.....	

	CENTRAL DIVISION.								
Khándesh ...	Ashirgad Road portion of Zodga-Ashirgad road	0	2,640	.....	0	2,640	Not known.		720
	Nasirabad Road portion of Jalgaon-Nasirabad road	0	2,640	.....	0	2,640			
	Neri Road—Road joining the Jalgaon-Neri Road by the old town ...	0	2,640	.....	0	2,640			
	Total, Khándesh District ...	1	2,640	.....	1	2,640	.....		.....
	TOTAL, CENTRAL DIVISION ...	1	2,640	.....	1	2,640	.....		.....
	SIND DIVISION.								
	Karáchi Municipality.								
Karáchi Canals ...	Lashela Road	3	3,960	.....	3	3,960	Not known .		1,136
	Total, Karachi District ...	3	3,960	.....	3	3,960	.....		.....
	Total, Sind Division ...	3	3,960	.....	3	3,960	.....		.....
	Total (IV).—Muram roads drained throughout, but the large rivers not bridged	11	4,048	0 1,320	12	88	.....		.....
	V.—VILLAGE OR CLEARED ROADS.								
	NORTHERN DIVISION.								
Surat	Road from Bulsár Railway Station to the Satimata Temple	1	2,320	.....	1	2,320	Not known...		.....
	Road from Chipwad towards the Kadia ovara	0	976	.....	0	976	Do. ...		.....
	Total, Surat District ...	1	3,296	.....	1	3,296	.....		.....
	TOTAL, NORTHERN DIVISION ...	1	3,296	.....	1	3,296	.....		.....
	Carried over ...	79	1,547	0 1,520	79	3,067	.....		.....
	Carried over Totals, I, II, III and IV	77	3,531	0 1,520	77	5,051	.....		.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	77	3,531	0	1,520	77	5,051	.....	.....	
		79	1,547	0	1,520	79	3,067	.....	.....	
	SOUTHERN DIVISION.									
Kánara	Road from Kumta to Halkeri ...	1	20	.....		1	20	373	50	
	Total, Kánara District ...	1	20	.....		1	20	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	1	20	.....		1	20	.....	.....	
	SIND DIVISION.									
Shikárpur Canals .	Shikárpur Municipality	15	696	.....		15	696	Not known...	5,437	
	Total, Shikárpur Canals ...	15	696	.....		15	696	.....	.....	
	Umarkot.									
Eastern Nára ...	Road from Umarkot Fort to old garden	0	1,320	.....		0	1,320	Not known...	16	
	Road from Umarkot to Burning Ground	1	0	.....		1	0	Do. ...	.....	
	Total, Eastern Nára ...	1	1,320	.....		1	1,320	.....	16	

	Tando Municipality.							
Fuleli Canals ...	Road from the Guni Bridge to the road joining the Tando Ghulam Haider road	0	3,400	.....	0	3,400	73	47
	Total, Fuleli Canals ...	0	3,400	.....	0	3,400	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Malir Road	1	3,960	.....	1	3,960	Not known .	450
	Total, Karáchi Canals ...	1	3,960	.....	1	3,960	.....	.....
	TOTAL, SIND DIVISION ...	18	4,096	.....	18	4,096	.....	.....
	ADEN.							
Aden	Roads in Crater	4	4,278	.....	4	4,278	Not known.	5,925
	Roads at Malla	1	2,220	.....	1	2,220		
	Roads at Tawahi	1	2,721	.....	1	2,721		
	Road in Shaik Othman	6	5,250	.....	6	5,250	Do. ...	4,391
	Road to Hiswa	4	1,980	.....	4	1,980		
	Road to Imad	5	0	.....	5	0		
	Road to Little Aden from Hiswa ...	12	3,480	.....	12	3,480		
	TOTAL, ADEN DISTRICT ...	36	4,089	.....	36	4,089	.....	.....
	Total (V).—Village or Cleared Roads.	58	941	.....	58	941	.....	.....
	GRAND TOTAL FOR MUNICIPAL ROADS.	135	4,472	0 1,520	136	712	.....	.....
	Totals of I, II, III, IV and V ...	135	4,472	0 1,520	136	712	.....	.....

ABSTRACT.

Classification and Names of Roads	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Remarks.
Municipal Roads.							
I.—Roads metalled, bridged and drained throughout.							
Northern Division	27	1,227	.....		27	1,227	
Southern do.	.....		.....		.....		
Central do.	.....		.....		.....		
Sind do.	18	1,327	.....		18	1,327	
Total ...	45	2,554	.....		45	2,554	
II.—Roads metalled and drained throughout, but the large Rivers not bridged.							
Northern Division	.....		.....		.....		
Southern do.	.....		.....		.....		
Central do.	1	4,579	0	200	1	4,779	
Sind do.	1	4,220	.....		1	4,220	
Aden District	12	270	.....		12	270	
Total ...	15	3,789	0	200	15	3,989	
III.—Muram roads bridged and drained throughout.							
Northern Division	0	3,200	.....		0	3,200	
Southern do.	.....		.....		.....		
Central do.	.....		.....		.....		
Sind do.	4	500	.....		4	500	
Total ...	4	3,700	.....		4	3,700	
IV.—Muram roads drained throughout, but the large Rivers not bridged.							
Northern Division	1	3,960	0	1,320	2	0	
Southern do.	4	4,048	.....		4	4,048	
Central do.	1	2,640	.....		1	2,640	
Sind do.	3	3,960	.....		3	3,960	
Total ...	11	4,048	0	1,320	12	88	
V.—Village or cleared roads.							
Northern Division	1	3,296	.....		1	3,296	
Southern do.	1	20	.....		1	20	
Central do.	.....		.....		.....		
Sind do.	18	4,096	.....		18	4,096	
Aden District	36	4,089	.....		36	4,089	
Total ...	58	941	.....		58	941	
Grand Total of I, II, III, IV and V ...	135	4,472	0	1,520	136	712	

J. D. CRUICKSHANK, Colonel, R.E.,
Acting Secretary to Government, P. W. D.

BOMBAY: PRINTED AT THE GOVERNMENT CENTRAL PRESS.

SUPPLEMENT

TO THE

ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

BOMBAY PRESIDENCY,

FOR THE YEAR 1890-91.

BOMBAY BRANCH

Statement showing the mileage of Roads constructed and in progress maintained from IMPERIAL AND PROVINCIAL FUNDS *in the Bombay Presidency for the year 1890-91.*

Executive charges.	Classification and names of roads.	Length in miles.			Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.	In progress.	Total.			

IMPERIAL.

The only roads under this head are those within the limits of the several Cantonments and Military stations, which are streets and not, properly speaking lines, of communication. The larger cantonments are now under the control of the Military Works Department, and information is not available for the purposes of this return. There are 6 miles of Imperial Military Road leading to the Purandhar Sanitarium in the Poona District.

PROVINCIAL.

(I).—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.

NORTHERN DIVISION.

		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
Presidency ...	Máhím Causeway	0	3,558	.....		0	3,558	* 3,02,498	884	* Original costs taken from tablets on the roads.
	Sion Causeway	1	471	.....		1	471	* 82,955	1,421	
	Total, Presidency District ...	1	4,029	.....		1	4,029	.....	.....	
Ahmedabad ...	Road from Bibipura to Modása *viâ* Dhansura...	18	0	.....		18	0	6,103	(a) 4,509	(a) Average for 2 years.
	Extra Municipal roads, Ahmedabad.	4	2,090	.....		4	2,090	Unknown ...	7,053	
	Road from foot of overbridge approaches near the Kalupur gate to junction with road to Camp, Ahmedabad	1	3,000	.....		1	3,000	5,700	1,926	Constructed from Imperial Funds and repaired from Provincial Funds.
	Road from Dhansura to Harsol ...	.....		13	0	13	0	7,562	.....	In progress from Provincial Funds.
	Total, Ahmedabad District ...	23	5,090	13	0	36	5,090	.....	.....	
Kaira	Road from Dákor and Kapadvanj line towards Modása up to Bibipura.	32	1,760	.....		32	1,760	7,690	3,577	Includes 10 miles of cleared line.
	Total, Kaira District ...	32	1,760	.....		32	1,760	.....	.....	
Surat and Broach.	Road from Bilimora to Chikhli, Surat	3	2,640	In Gáikwár's Territory.		3	2,640	10,205	1,500	Completed at a cost of Rs. 61,234 from Provincial and Local Funds. The Gáikwár's portion is maintained from Provincial and the British from Local Funds.
	Total, Surat and Broach Districts ...	3	2,640	.....		3	2,640	.....	.....	
	Carried over ...	61	2,959	13	0	74	2,959	.....	.....	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	61 2,959	13 0	74 2,959	.....	.....	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	NORTHERN DIVISION—*continued.*						
Thána	Road from Ulva to Cámpuli (portion in Thána Collectorate) ...	13 2,640	.....	13 2,640	Unknown ...	4,801	
	Road from Dharamtar to Cámpuli (portion in the Thána Collectorate).	3 3,520	.....	3 3,520	6,735	1,547	The cost of whole road in the Thána and Kolába Collectorates is Rs. 1,59,956.
	Road from Thána to Panvel (portion in Thána Collectorate) ...	10 2,640	.....	10 2,640	8,073	3,727	Do. is Rs. 1,61,460.
	Total, Thána District ...	27 3,520	.....	27 3,520	.....	.....	
	TOTAL, NORTHERN DIVISION ...	89 1,199	13 0	102 1,199	.....	.....	
	SOUTHERN DIVISION.						
Belgaum ...	Road from Belgaum to Panchgaum	43 0	.....	43 0	Unknown ...	11,626	The Málprabha river is not bridged.
	Do. from Belgaum to Vengurla ...	43 0	.....	43 0	17,910	16,027	
	Do. from Belgaum to Linganmat...	40 0	.....	40 0	Unknown ...	10,264	
	Do. from Wárna to Dudganga river, including branch road 1¼ miles to Post Office at Kolhápur ...	28 1,320	.....	28 1,320	Do. ...	7,036	
	British portion of road to Udgaum, Miraj and Sángli	4 1,320	.....	4 1,320	Do. ...	802	

		Road from Bombay towards Madras from the Málprabha to the Dudganga rivers	74	3,960	.....	74	3,960	Do. ...	24,180	
		Total, Belgaum District ...	233	1,320	.....	233	1,320	.....	.....	
Bijápur	...	Kajidoni-Bágalkot road ...	19	0	.....	19	0	2,422	4,784	
		Total, Bijápur District ...	19	0	.....	19	0	.....	.....	
Dhárwár	...	Hubli-Sangtikop road from Hubli to Sangtikop	28	0	.....	28	0	12,336	8,320	The cost includes travellers' Bungalow, Dharmshálas, bridges, &c.
		Road from the river Málprabha at Mugutkhán Hubli to Harihar ...	122	0	.....	122	0	5,700	27,845	The river Málprabha is not bridged.
		Tadas-Wadgatti road from Tadas to Kánara Frontier	9	2,640	.....	9	2,640	Unknown ...	3,533	
		Kerur feeder road	0	2,990	.....	0	2,990	3,507	163	
		Railway feeder road at Buralkod ...	0	900	.....	0	900	2,992	82	
		Do. do. Dhárwár ...	0	4,900	.....	0	4,900	2,391	819	
		Do. do. Mugúd ...	0	600	.....	0	600	2,446	75	
		Do. do. Nagargatti .	0	2,877	.....	0	2,877	1,161	598	
		Road to connect the Dandur Railway Station with the Hubli-Sholápur road	1	660	.....	1	660	4,360	728	
		Total, Dhárwár District ...	162	5,007	.....	162	5,007	.....	.....	
Kánara...	...	Road from Sangtikop to Kárwár *viâ* Arbail Ghát	74	3,960	.....	74	3,960	18,947	21,947	
		Do. from Ekambi to Samasgi ...	6	2,640	.....	6	2,640	Unknown ...	1,830	
		Do. from Palla to Bankápur ...	2	2,640	.....	2	2,640	921	483	
		Do. from Kárwár to Kodibág ...	2	2,640	.....	2	2,640	Unknown ...	661	
		Do. from Koney bridge to Sezwad .	2	3,780	.....	2	3,780	6,384	871	
		Do. from Katgal to the bank of Tadari river	1	0	.....	1	0	Unknown ...	306	
		Do. from Haliyál to Belgaum Frontier up to Linganmat ...	9	0	.....	9	0	11,891	2,394	
		Do. from Koney to the junction of Kodibág *viâ* jail at Kárwár ...	1	2,490	.....	1	2,490	4,625	236	
		Total, Kánara District ...	100	2,310	.....	100	2,310	.....	.....	
		Carried over ...	604	4,556	13 • 0	617	4,556	.....	.....	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ...	604	4,556	13	0	617	4,558	.....	.....	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Ratnágiri and Kolába.	Road from the bottom of Kumbharli Ghát to Chiplún and Gowalkot.	14	1,320	.....		14	1,320	19,231	5,694	
	Do. over Amba Ghát	8	1,760	.....		8	1,760	45,448	3,738	
	Do. from Belgaum to Vengurla *viâ* Párpoli Ghát (portion from Vengurla to top of Amboli Ghát)	35	0	.....		35	0	17,909	*17,056	* The average is for 3 years, as the road was transferred from Belgaum to this district in 1888-89.
	Do. from Ulva to Cámpuli ...	16	0	.....		16	0	4,080	4,295	
	Do. from Pen to Washi	3	2,640	.....		3	2,640	4,646	703	
	Do. from Panvel to Jasai	5	3,300	.....		5	3,300	Unknown ...	819	
	Do. from Thána to Panvel ...	9	1,320	.....		9	1,320	7,573	3,151	
	Do. from Dharamtar to Cámpuli ...	20	0	.....		20	0	6,605	6,005	
	Total, Ratnágiri and Kolába Districts.	111	5,060	.....		111	5,060	.....	.....	
Sátára	Shirval-Wárna road (part of road from Poona to Belgaum) ...	99	2,640	.....		99	2,640	26,304	26,162	
	Surúl-Mahábaleshvar road	26	0	.....		26	0	14,364	7,216	
	Fitzgerald Ghát road	20	0	.....		20	0	22,780	7,495	
	Karád-Kumbarli Ghát road	46	0	.....		46	0	23,247	16,715	
	Sátára-Mahábaleshvar road	33	0	.....		33	0	26,457	7,994	
	Sátára-Shenadra road	4	0	.....		4	0	3,101	1,046	10 miles not fully drained.
	Total, Sátára District ...	228	2,640	.....		228	2,640	.....	.....	

		Total, Southern Division ...	856	497	.....	856	497	.....	.....	
		Central Division.								
Poona ...		Road from Dápuri to the foot of the Bhore Ghát (Poona-Bombay road).	42	0	.....	42	0	Unknown ...	11,549	
		Approach road to Deccan Central Jail, Yerrowda	1	1,320	.....	1	1,320	4,123	289	
		Road from Poona to Shirval (new Sátára road)	26	2,112	.....	26	2,112	24,983	11,262	
		Road from Fitzgerald Bridge, Poona to Sirúr (Poona-Ahmednagar road).	41	0	.....	41	0	Unknown	10,982	The river Bhima at Koregaon is not bridged.
		Total, Poona District ...	110	3,432	.....	110	3,432	.....	.....	
Sholápur ...	...	Road from Bársi Road Station to Bársi town	21	0	.....	21	0	23,800	7,570	
		Total, Sholápur District ...	21	0	.....	21	0	.....	.....	
Násik ...	...	Manmád and Kopargaon road ...	21	0	.....	21	0	Unknown ...	4,844	Passing *viâ* Ankaighát and Yeola town.
		Total, Násik District ...	21	0	.....	21	0	.....	.....	
Khándesh ...		Málegaon and Manmád road ...	21	0	.....	21	0	Unknown ...	9,675	
		Kondaibári Ghát road ...	4	0	.....	4	0	Do. ...	2,309	
		Total, Khándesh District ...	25	0	.....	25	0	.....	.....	
Ahmednagar ...		Road from Ahmednagar to Sirúr ...	31	0	.....	31	0	Unknown ...	9,809	
		Total, Ahmednagar District ...	31	0	.....	31	0	.....	.....	
		Total, Central Division ...	208	3,432	.....	208	3,432	.....	.....	
		Carried over ...	1,153	5,128	13 0	1,166	5,128	.....	.....	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,153	5,128	13	0	1,166	5,128	.....	.....	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SIND DIVISION.									
Western Canals. Nára	Baghothoro road	5	0	.....		5	0	21	428	
	Total, Western Nára District ...	5	0	.....		5	0	.....	.....	
	TOTAL, SIND DIVISION ...	5	0	.....		5	0	.....	.....	
	TOTAL, I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT... ...	1,158	5,128	13	0	1,171	5,128	.....	.....	
	II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Thána	Road from Kurla to Kasára (Bombay and Agra road)	68	0	.....		68	0	Unknown ...	19,532	
	Total, Thána District ...	68	0	.....		68	0	.....	.....	
	TOTAL, NORTHERN DIVISION ...	68	0	.....		68	0	.....	.....	
	SOUTHERN DIVISION.									
Kánara	Road from Dhárwár Frontier near Yergati to Kumta *viâ* Sirsi ...	78	2,640	.....		78	2,640	Unknown ...	30,502	
	Total, Kánara District ...	78	2,640	.....		78	2,640	.....	.....	

Ratnágiri and Kolába.	Road from Sakharpe to Sangameshvar	20	1,320	.....	20	1,320	4,941	.....	The annual cost of repair is given for the last four years, the work having been completed in 1886-87.
	Road from Pali to the foot of Amba Ghát	19	0	.....	19	0	Unknown ...	2,817	
	Road from Mahapral to Varanda and Fitzgerald Ghát	25	2,640	.....	25	2,640	Do. ...	5,591	
	Total, Ratnágiri and Kolába Districts.	64	3,960	.....	64	3,960	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	143	1,320	.....	143	1,320	.....	.....	
	CENTRAL DIVISION.								
Poona	Road from St. Patrick's Church, Poona, to Hingangaon (Poona-Sholápur road)	87	3,960	.....	87	3,960	Unknown ...	16,311	
	Total, Poona District ...	87	3,960	.....	87	3,960	.....	.....	
Sholápur ...	Road from Bársi to Yedsi	20	0	.....	20	0	6,309	8,039	
	Do. from Yedsi to Tadwala ...	8	0	.....	8	0	8,050	3,056	
	Total, Sholápur District ...	28	0	.....	28	0	.....	.....	
Násik ...	Bombay-Agra road from foot of Kasára Ghát in south-west to foot of Rahud Ghát in north-east, the part in the Málegaon Táluka beyond being in charge of Khándesh Executive office	85	0	.....	85	0	Unknown ...	16,862	Passing *viâ* Igatpuri, Násik, Pimpalgaon Budruk and Chándor. Bridged except at the rivers Godáveri at Násik and Kadwa at Kakangaon, where ferries are maintained.
	Nándgaon-Aurangabad road to His Highness the Nizám's boundary ...	12	0	.....	12	0	Do. ...	3,472	Bridged except at the rivers Tanyad Manyad.
	Násik-Poona road from Násik to Nandur Shingoti	33	0	.....	33	0	Do. ...	9,953	Passing by Sinda, Palse and Sinnar. Metalled to 22nd mile, from 23rd to end muramed. River Darna and most streams south of Sinnar not bridged.
		130	0	.....	130	0	.....	.....	
	Carried over, Total of I ...	1,485	5,128	13 0	1,498	5,128	.....	.....	
		1,158	5,128	13 0	1,171	5,128	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Rs.		Rs.		Rs.				
		1,158	5,128	13	0	1,171	5,128	.....	.....	
	Brought over ...	1,485	5,128	13	0	1,498	5,128	.....	.....	
		130	0	.....		130	0	.....	.....	
	II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*continued.*									
Násik—*contd.*	Násik-Balsad road from Násik to north-west boundary	39	0	.....		39	0	Unknown ...	8,413	Metalled to 20th mile and beyond that muramed; passing *viâ* Chachergaon, Sawalghát and Peint.
	Satighát road	5	0	.....		5	0	Do. ...	430	A ghát road leading to Harsul.
	Satighát-Harsul road	3	0	.....		3	0	Do. ...	418	From foot of Satighát to Harsul.
	Total, Násik District ...	177	0	.....		177	0	.....	.....	
Khándesh ...	Bombay and Agra road ...	106	0	.....		106	0	Unknown ...	37,425	Out of the total mileage 21 miles from the Nahar Bari to Girna Bridge are muramed only. The muramed portion north of the Tápti (28 miles) is in process of being metalled.
	Dhulia and Chálisgaon road ...	34	0	.....		34	0	14,922	10,838	Metalling nearly completed.
	Total, Khándesh District ...	140	0	.....		140	0	.....	.....	
Ahmednagar ...	Road from Ahmednagar to Dhond...	45	0	.....		45	0	Unknown ...	3,509	Partly drained.
	Road from the foot of the Imámpur Ghát to Toka	27	0	.....		27	0	Do. ...	5,047	
	Total, Ahmednagar District ...	72	0	.....		72	0	.....	.....	
	TOTAL, CENTRAL DIVISION ...	504	3,960	.....		504	3,960	.....	.....	
	TOTAL, II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED... ...	716	0	.....		716	0	.....	.....	

	III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT.								
	NORTHERN DIVISION.								
Surat and Broach	Road from Párdi to Chiwal ...	13	0	.....		13	0	Unknown ...	2,800	
	Road from Daman to Wapi in British Territory	3	2,640	.....		3	2,640	8,932	1,000	Completed at a cost of Rs. 31,262 and maintained from Provincial Funds.
	Total, Surat and Broach Districts ...	16	2,640	.....		16	2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	16	2,640	.....		16	2,640	.....	.....	
	SOUTHERN DIVISION.								
Belgaum ...	Road from Hukeri to Gokák ...	18	2,640	.....		18	2,640	9,928	* 283	Expenditure incurred in 1890-91.
	Road from Khánápur to Shitawde ...	16	0	.....		16	0	Unknown ...	1,659	* Completed. The road has not been repaired during the last five years.
	Road from Nipáni to Mahálingpur..	21	0	10	2,640	31	2,640	Incomplete .	3,617	
	Road from Gokák to Navalgund ...	45	0	.....		45	0	Do. ...	.....	In progress.
	Total, Belgaum District ...	100	2,640	10	2,640	111	0	.....	.....	
Dhárwár ...	Havanur-Samasgi road, 2nd Section	.....		29	1,320	29	1,320	‡ 2,843	1,332	‡ Cost of improvements. This section is in process of being metalled and provided with masonry bridges and drains from mile No. 22 to 50-25 or between Háveri and Samasgi. This work is completed in 1890-91.
	Hubli-Dambal road	47	0	.....		47	0	§ 12,270	9,339	§ The cost includes travellers' bungalow, dharmshála, bridges, &c. The road is partially metalled for 10 miles from Hubli and 6 miles on the portion from Gadag to Dambal.
	Road to connect Hulkoti Railway Station to the Kárwár and Bellary road...	0	3,300	.....		0	3,300	3,659	84	The road is partially metalled.
	Total, Dhárwár District ...	47	3,300	29	1,320	76	4,620	.....	.....	
	Carried over, Total of I and II ...	2,039	3,148	52	3,960	2,092	1,823	.....	.....	
		1,874	5,128	13	0	1,887	5,128	.....	.....	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,874	5,128	13	0	1,887	5,128	.....	.....	
		2,039	3,148	52	3,960	2,092	1,828	.....	.....	
	III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara ...	Road from Gersapa to Falls and Talgapa	25	0	.....		25	0	2,090	5,652	
	Road from Yellápur to Bankápur *viâ* Mundgod...	29	0	.....		29	0	Unknown ...	4,401	
	Road from Sanikatta to Hebul ...	18	0	.....		18	0	Do. ...	1,841	
	Koney sea slope road at Kárwár ...	1	2,844	.....		1	2,844	6,935	582	
	Road from junction of Adlur deviation near Balagoly to Ankola ...	3	3,960	.....		3	3,960	Unknown ...	299	
	Road from Haliyál to Supa ...	20	2,640	.....		20	2,640	Do. ...	4,798	
	Do. do. to Mavinkop ...	4	2,640	.....		4	2,640	1,796	1,619	
	Total, Kánara District ...	102	1,524	.....		102	1,524	.....	.....	
Ratnágiri and Kolába.	Road from Ratnágiri to Mirya ...	4	1,760	.....		4	1,760	7,580	600	
	Do. the foot of Phonda Ghát to Devgad ...	30	0	.....		30	0	2,364	2,115	
	Do. Dharamtar to Nágothna .	13	2,640	.....		13	2,640	10,544	3,566	
	Do. Pen to Antora ...	1	3,960	.....		1	3,960	Unknown ...	249	
	Do. Dharamtar to Alibág ...	13	0	.....		13	0	Do. ...	3,739	
	Total, Ratnágiri and Kolába Districts.	62	3,080	.....		62	3,080	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	312	5,264	39	3,960	352	3,944	.....	.....	

		CENTRAL DIVISION.								
Ahmednagar ...		Road from Ahmednagar to Paithan	52	0	.....		52	0	Unknown ...	14,999
		Do. Nandur Singonta to Ambeghargaon (Násik-Poona road).	27	0	.....		27	0	Do. ...	5,982
		Total, Ahmednagar District ...	79	0	.....		79	0	.....	.....
		TOTAL, CENTRAL DIVISION ...	79	0	.....		79	0	.....	.....
		TOTAL, III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT ...	408	2,624	39	3,960	448	1,304	.....	.....
		IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.								
		NORTHERN DIVISION.								
Thána ...		Road from Narel to Mátherán ...	7	2,640	.....		7	2,640	Unknown ...	2,644
		Satowli-Khind road	2	0	.....		2	0	3,530	275
		Road from Dahanu to Jawhár ...	27	0	.....		27	0	8,173	1,838
		Road from Váda to Shirghát ...	6	0	25	0	31	0	4,666	.....
		Total, Thána District ...	42	2,640	25	0	67	2,640	.....	.....
		TOTAL, NORTHERN DIVISION ...	42	2,640	25	0	67	2,640	.....	.....
		SOUTHERN DIVISION.								
Belgaum		Road from Nipáni to Phonda Ghát	38	3,960	.....		38	3,960	Unknown ...	6,055
		Total, Belgaum District ...	38	3,960	.....		38	3,960	.....	.....
Bijápur ...		Bijápur-Honvad road	24	2,640	.....		24	2,640	2,867	5,693
		Sholápur-Hubli road, portion from the river Bhima near Takli to the river Málprabha near Govinkop ...	† 114	1,320	.....		† 114	1,320	* Unknown...	11,208
		Road from Tikota towards Nagaz ...	14	2,640	.....		14	2,640	* Do. ...	1,481
		Total, Bijápur District. ...	153	1,320	.....		153	1,320	.....	.....
		Carried over, Total of I, II & III.	2,517	5,112	77	3,960	2,595	3,792	.....	.....
			2,283	2,472	52	3,960	2,336	1,152	.....	.....

Roads partly metalled and partly muramed.

* Roads not improved, hence no capital cost ; only annual repairs are carried out.

† A portion of this road from Mulwad to Kolhápur, a distance of 15 miles, has been raised with muram, bridged and drained, at a cost of Rs. 60,181.

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ...	2,283	2,472	52	3,960	2,336	1,152	.....	.....	
		2,517	5,112	77	3,960	2,595	3,792	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Dhárwár ...	Dambal-Hesrur road	16	0	.....		16	0	12,261	2,900	The cost includes dharmsháls and travellers' bungalow built on the road.
	Dhárwár-Tenai Ghát road	59	2,640	.....		59	2,640	2,672	8,885	A portion, 9 miles in length, from Dhárwár and Ghát portion 13 miles from mile stone No. 47 to end of the road is metalled. Two large nálas and some drains are to be bridged.
	Havanur-Samasgi road, 1st Section .	19	3,960	.....		19	3,960	2,715	2,663	
	Total, Dhárwár District ...	95	1,320	.....		95	1,320	.....	.....	
Kánara ...	Road from Sirsi to Shivmoga *viâ* Banwasi.	19	1,320	.....		19	1,320	Unknown ...	2,829	
	Road from Sadáshivgad to Goa frontier.	5	2,640	.....		5	2,640	1,014	307	
	Road from Shetowna to Kárwár *viâ* Kadra and Unshi Ghát.	52	0	.....		52	0	2,619	6,105	
	Total, Kánara District ...	76	3,960	.....		76	3,960	.....	.....	
Ratnágiri and Kolába.	Road from Nágothna to Keneshwar .	56	633	.....		56	633	Unknown ...	18,788	
	Road from Ratnágiri to Poladpur *viâ* Chiplún and Khed.	102	2,640	.....		102	2,640	4,070	10,853	
	Road from Hathkambe to Dájipur *viâ* Rájápur, Kharepátan and Phonda.	80	0	.....		80	0	Unknown ...	10,482	

	Road from Khed to Harnai ...	25	0	.....		25	0	Unknown ...	3,199	
	Road from Phonda to Vijiádurg *viâ* Waghotan.	33	0	.....		33	0	Do. ...	1,605	
	Total, Ratnágiri and Kolába Districts.	296	3,273	.....		296	3,273	.....	.....	
Sátára ...	Karád-Nagaz road (part of Karád-Bijápur road).	59	0	.....		59	0	Unknown ...	7,485	In process of being metalled, and is partly drained.
	Dharampuri-Varanda Ghát road ...	44	0	.....		44	0	Do. ...	11,667	Do. do.
	Total, Sátára District ...	103	0	.....		103	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	763	3,273	.....		763	3,273	.....	.....	
	CENTRAL DIVISION.									
Poona	Road from Wada to Bhorgiri ...	15	0	.....		15	0	Unknown...	.....	
	Road from Ghoda to Ambegaon ...	6	0	2	2,640	8	2,640	4,800	.....	
	Road from Dápuri to Ambeghargaon (Poona-Násik road)	61	0	.....		61	0	Unknown...	9,499	
	Total, Poona District ...	82	0	2	2,640	84	2,640	.....	.....	
Sholápur ...	Portion of Poona-Hyderabad road from the Bhima river to Tandulvádi	75	0	.....		75	0	4,125	9,425	
	Sholápur-Takli road	19	0	.....		19	0	6,052	3,598	
	Kuslumb-Yermala road ...	8	0	.....		8	0	3,125	1,236	
	Cantonment roads, Sholápur ...	4	2,640	.....		4	2,640	5,089	1,422	
	Total, Sholápur District ...	106	2,640	.....		106	2,640	.....	.....	
Khándesh ...	Dhulia-Surat road from Dhulia to Sakri	32	0	.....		32	0	6,994	7,769	Portion of this road from Dhulia to Sondwa nála has lately been metalled (3⅛ miles).
	Roads connecting Government buildings at Bhusával ...	0	2,640	.....		0	2,640	1,614	501	
	Cross Road at Málegaon ...	3	1,760	.....		3	1,760	Unknown..	1,251	
	Total, Khándesh District ...	35	4,400	.....		35	4,400	.....	.....	
	Carried over, Total of I, II & III.	3,313	4,865	80	1,320	3,394	905	.....	.....	
		2,283	2,472	52	3,960	2,336	1,152	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ..	2,283	2,472	52	3,960	2,336	1,152	.....	.....	
		3,313	4,865	80	1,320	3,394	905	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	Central Division—*continued.*									
Ahmednagar ...	Road from Ahmednagar to Pimpalgaon (Ahmednagar-Málegaon road).	66	0	.....		66	0	Unknown ...	11,135	
	Road from Jamgaon on the Kolhar-Bari road to Kotul	.....		10	0	10	0	1,463	.....	In progress.
	Road from Randha on the Kolhar-Bari road to Samrad... ...	.....		9	0	9	0	1,315	.....	Do.
	Total, Ahmednagar District ...	66	0	19	0	85	0	.....	.....	
	Total, Central Division ...	290	1,760	21	2,640	311	4,400	.....	.....	
	TOTAL, IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED	1,096	2,393	46	2,640	1,142	5,033	.....	.....	
	V.—VILLAGE OR CLEARED ROADS.									
	Southern Division.									
Dhárwár ...	Anmode-Hemadgi road ...	6	0	.....		6	0	Unknown ...	1,518	A short length in miles Nos. 38 and 39 is metalled. Drains are not built on this road.
	Road from Hubli to the river Málprabha at Konur	47	0	.....		47	0	4,670	6,035	A short length of 1½ miles metalled from Dandur Station and Hetsur village and also from Hubli to Kusugal, a distance of 6¼ miles.
	Total, Dhárwár District ...	53	0	.....		53	0	.....	.....	

		Road from Yellápur to Haliyál ...	27	0	.....	27	0	2,017	7,607	
		Kundal Ghát approach... ...	9	0	.....	9	0	Unknown ...	588	
		Dhokarpa Ghát approach ...	7	2,640	.....	7	2,640	Do. ...	320	
		Kuvesbi Ghát approach ...	11	0	.....	11	0	Do. ...	334	
Kánara...	...	Diggy Ghát approach	20	2,640	.....	20	2,640	Do. ...	1,662	
		Road from Karka to Samzoda *viâ* Dandeli and Poteli	19	0	.....	19	0	Do. ...	487	
		Road from Yellápur to Ganeshgudi and Barboli	19	0	.....	19	0	Do. ...	945	
		Total, Kánara District ...	113	0	.....	113	0	.....	.....	
		TOTAL, SOUTHERN DIVISION ...	166	0	.....	166	0	.....	.....	
		CENTRAL DIVISION.								
Ahmednagar	...	Road from Malegaon to Ambit ...	11	0	.....	11	0	1,095	318	Average for 2 years. Out of 16 miles as shown in the estimate, only 11 miles have been completed and not 16 miles as shown in the previous return. This road partly constructed from Provincial and partly from Local Funds. Repairs commenced from 1889-90.
		Total, Ahmednagar District ...	11	0	.....	11	0	.....	.....	
Khándesh	...	Dhulia-Surat road from Sakri to Pakhari	50	0	.....	50	0	.....	2,030	The portion below the Kondia-Bari Ghát is cleared annually.
		Total, Khándesh District ..	50	0	.....	50	0	.....	.....	
Násik ...	...	Road from Karanjalé to Harsul ...	18	0	.....	18	0	Unknown ...	505	
		Nanasighát road	3	2,640	.....	3	2,640	Do. ...	430	
		Total, Násik District ...	21	2,640	.....	21	2,640	.....	.....	
		TOTAL, CENTRAL DIVISION ...	82	2,640	.....	82	2,640	.....	.....	
		TOTAL, V.—VILLAGE OR CLEARED ROADS	248	2,640	.....	248	2,640	.....	.....	
		GRAND TOTAL, PROVINCIAL ROADS ...	3,628	2,225	99 1,320	3,727	3,545	.....	.....	
		TOTAL OF I, II, III, IV & V...	3,628	2,225	99 1,320	3,727	3,545	.....	.....	

ABSTRACT OF PROVINCIAL ROADS.

	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT		II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.		III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT.		IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.		V.—VILLAGE OR CLEARED ROADS.	
	PROVINCIAL.		PROVINCIAL.		IMPERIAL.		PROVINCIAL.		PROVINCIAL.	
	Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.	
	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.
	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.
Northern Division	89 1,199	13 0	68 0	....	16 2,640	....	42 2,640	25 0	....	....
Southern Division	856 497	....	143 1,320	....	312 5,264	39 3,960	763 3,273	....	166 0	....
Aden District	....	....	....	....	....	....	....	....	....	....
Central Division	208 3,432	....	504 3,960	....	79 0	....	290 1,760	21 2,640	82 2,640	....
Sind Division	5 0	....	....	....	....	....	....	....	....	....
Total ..	1,158 5,128	13 0	716 0	....	408 2,624	39 3,960	1,096 2,393	46 2,640	248 2,640	....

	Length in miles.							
	Completed.		In progress.		Total.		Grand Total.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.
Imperial Roads I, III & IV	See Remarks on Statement.							
Provincial Roads I, II, III, IV & V ...	3,628	2,225	99	1,320	3,727	3,545	3,727	3,545

W. C. HUGHES,
Secretary to Government, Public Works Department.

Statement showing the Mileage, &c., and Progress of LOCAL FUND ROADS maintained by the Public Works Department in the Bombay Presidency for the year 1890-91.

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	I.—ROADS, METALLED, BRIDGED AND DRAINED, THROUGHOUT.	Ms. ft.	Ms. ft.	Ms. ft.	s.	Rs.	
	Northern Division.						
Ahmedabad ...	Road from Bávla to near the Sábarmati Railway Station *viâ* Ahmedabad	24 0	.....	24 0	4,814	9,459	Constructed from Bávla to Ahmedabad from Imperial Funds and the remaining portion from Local Funds.
	Road from Sárkhej to Sánand ...	9 0	.....	9 0	7,572	3,419	
	Road from Sánand to Sánand Railway Station	2 2,640	.....	2 2,640	8,857	1,070	
	Road from Ahmedabad to Báreja ...	.....	11 0	11 0	10,511	(*a*) 489	In progress. (*a*) Actual for one year.
	Total, Ahmedabad District ...	35 2,640	11 0	46 2,640	.....	.....	
Kaira and Panch Mahâls.	Road from Kaira to Mehmadabad, including a branch to the Collector's bungalow at Kaira *viâ* Camp ...	11 660	.....	11 660	8,152	4,003	
	Road from Kaira to Sábarmati river, including a branch to Náika from Vásna	14 3,960	.....	14 3,960	6,087	5,277	
	Road from Vásad to Borsad ...	11 660	.....	11 660	11,016	4,144	
	Road from A'nand to Petlád ...	3 2,640	.....	3 2,640	6,793	766	
	Road from Nadiád to Kapadvanj ...	27 0	.....	27 0	13,212	4,651	11 miles are metalled with kunker as well as covered with a layer of stone metal, 6 miles are in process of being metalled with stone, and the remaining are embanked and bridged only.
	Road from Dákor to Kapadvanj ...	20 0	.....	20 0	6,766	6,134	
	Road from Bárejri Railway Station to Náika	14 1,320	.....	14 1,320	6,857	4,917	
	Road from Limkheda to Jhálod ..	25 0	.....	25 0	5,748	6,110	
	Road from Godhra to Dohad, including a branch to Báriya from Áshádi.	53 0	.....	53 0	12,514	16,949	
	Carried over ...	179 3,960	.....	179 3,960	.....	.....	
		35 2,640	11 0	46 2,640	.....	.....	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ..	35	2,640	11	0	46	2,640	.....	.....	
	I.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*	179	3,960	.....		179	3,960	... ..	.....	
Kaira and Panch Mahals—*continued.*	Road from Nadiád to Wásna, including branches to Shedhi Bridge near Kaira *viâ* Ratanpur from Mátar and Saudhán	18	2,640	.....		18	2,640	5,842	4,741	
	Total, Kaira and Panch Maháls Districts ..	198	1,320	.....		198	1,320	.....	.....	
Surat and Broach.	Road from Bilimora to Chikhli (in British Territory)	2	2,640	.....		2	2,640	10,205	1,000	Completed at a cost of Rs. 61,234 from Provincial and Local Funds.
	Road from Anklesvar to Hánsot, Broach Collectorate	13	2,640	.....		13	2,640	16,135	4,000	Completed at a cost of Rs. 2,13,788 and maintained from Local Funds.
	Road from Anklesvar to Bari Batha, Broach Collectorate ...	3	0	.....		3	0	10,715	900	Completed at a cost of Rs. 32,145 and maintained from Local Funds.
	Road from Kim to Turkeshvar and thence to Mándvi	9	0	.....		9	0	10,443	3,780	This road is 27 miles long and is divided into three sections of 9 miles each. The first section is metalled and completed at a cost of Rs. 93,987.
		18	0	.....		18	0	Unknown...		
	Total, Surat and Broach Districts ...	46	0	.....		46	0	.....	.....	
	Road from Sanján Railway Station to Sanján Bandar	2	2,640	.....		2	2,640	Unknown ...	... .	
	Road from Virár to Agáshi	3	2,640	.....		3	2,640	17,302	858	
	Road from Bándra to Ghodbandar	18	1,320	.....		18	1,320	Unknown ...	8,000	
	Road from Kandiwli to Bándra, Ghodbandar	0	2,800	... ..		0	2,800	.....	231	
	Road from Málád to Bándra, Ghodbandar road	0	3,960	.....		0	3,960	.....	.....	
	Road from Chinchavli to Bándra, Ghodbandar road	0	1,600	.....		0	1,600	.....	.....	

Thána ...	...	Road from Goregaon Railway Station to Bándra, Ghodbandar road.	0	1,690	.....		0	1,690	3,568	.....
		Road from Kondivtey to Kurla, Versáva road	0	2,100	.....		0	2,100	Unknown ...	.....
		Road from Saki to Vehár	3	0	.....		3	0	Do. ...	510
		Road from Sion to Trombay ...	6	0	.....		6	0	Do. ...	1,975
		Road from Vadávli to Sion, Trombay	0	2,800	.....		0	2,800	Do. ...	.....
		Road from Maroli to Ghátcoper ...	1	4,320	.....		1	4,320	Do. ...	300
		Bhándúp Station road	0	1,000	.....		0	1,000	Do. ...	.....
		Road from Bhiwndi to Kom ...	5	0	.....		5	0	Do. ...	.....
		Road from Vevji to Umbargaon ...	3	1,320	.....		3	1,320	1,516	500
		Road from Dáhánu Railway Station to Powda Creek	1	1,320	.....		1	1,320	Unknown ...	207
		Road from Boisar to Tárápur and Chinchni	7	2,640	.....		7	2,640	20,566	1,499
		Road from Pápdi to Khárághoda ...	5	1,320	.....		5	1,320	13,687	1,190
		Road from Kurla to Versova ...	6	2,640	.....		6	2,640	Unknown ...	1,466
		Road from Kurla to Kule Kalyán ...	0	1,600	.....		0	1,600	Do. ...	.....
		Road from Ghátkoper to Chahul ...	6	2,640	.....		6	2,640	Do. ...	758
		Povai road...	1	2,520	.....		1	2,520	Do. ...	1,600
		Pokhran road	4	1,320	.....		4	1,320	Do. ...	503
		Road from Chowk to Karjat ...	6	0	.....		6	0	11,491	.....
		Total, Thána District ...	85	1,950	.....		85	1,950	.....	.....
		TOTAL, NORTHERN DIVISION ...	365	630	11	0	376	630	.....	.....
		SOUTHERN DIVISION.								
Sátára ...	...	Wái-Wathar road	18	0	.....		18	0	7,103	6,340
		Sátára-Padli road	10	0	.....		10	0	9,309	3,496
		Wái-Panchvád road...	8	0	.....		8	0	1,925	1,536
		Total, Sátára District ...	36	0	.....		36	0	.....	.....
		TOTAL, SOUTHERN DIVISION ...	36	0	.....		36	0	.....	.....
		CENTRAL DIVISION.								
Poona ...		Road from Junnar to Náráyangaon .	9	0	.....		9	0	.....	1,282
		Total, Poona District ...	9	0	.....		9	0	.....	.....
		Carried over ...	410	630	11	0	421	630	.....	.....

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought forward ...	Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	I.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*	410	630	11	0	421	630	.....	.....	
	CENTRAL DIVISION—continued.									
Khándesh ...	Sávda-Gatha road	3	0	.....		3	0	9,649	1,522	
	Total, Khándesh District ...	3	0	.....		3	0	.....	.....	
	TOTAL, CENTRAL DIVISION ...	12	0	.....		12	0	.....	.....	
	TOTAL, I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT ...	413	630	11	0	424	630	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Dhandhuka to Gogo (Portion in British Territory) ...	34	0	.....		34	0	*18,980	3,715	*This includes the cost of improvements lately sanctioned by District Local Board for a portion of road 6 miles in length from Dhandhuka to Tagdi.
	Road from Dhandhuka to Ránpur ...	18	0	.....		18	0	4,860	3,175	Constructed from Imperial Funds, but now repaired from Local Funds.
	Portion of road from Ahmedabad to Dholka	8	0	.....		8	0	4,313	†3,920	†Average for 2 years.
	Total, Ahmedabad District ..	60	0	.....		60	0	.....	.....	
Surat and Broach .	Road from Broach to Jambusar ...	29	0	.....		29	0	18,711	5,000	Completed at a cost of Rs. 5,42,620.
	Total, Surat and Broach Districts ..	29	0	.....		29	0	.....	.....	

Thána ...	Road from Bhiwndi to Váda, 1st and 2nd sections	25	0	.....		25	0	5,844	7,000	
	Road from Kalyán to Málsej Ghát...	35	0	.....		35	0	6,388	12,000	
	Road from Bhayndar to Utan ...	2	0	4	2,640	6	2,640	5,204	.....	In progress.
	Road from Malád to Merwa ...	3	0	0	2,640	3	2,640	6,427	.....	In progress.
	Road from Thána to Ghodbandar ...	7	1,320	.....		7	1,320	Unknown ...	1,900	
	Total, Thána District ..	72	1,320	5	0	77	1,320	.....	.....	
	TOTAL, NORTHERN DIVISION ...	161	1,320	5	0	166	1,320	.....	.....	
	SOUTHERN DIVISION.									
Bijápur ...	Road from Hungund to Ilkal ..	.....		8	0	8	0	3,278	.....	
	Guledgud-Katigeri road ...	6	2,640	.....		6	2,640	4,504	‡ 926	Large nálas are provided with Irish bridges, *i.e.* Dips. ‡ Average for three years.
	Bágalkot-Hungund road ...	27	2,640	.....		27	2,640	2,437	3,964	This road is metalled out of current repair grant.
	Total, Bijápur District ...	34	0	8	0	42	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	34	0	8	0	42	0	.....	.....	
	CENTRAL DIVISION.									
Poona ...	Road from Poona to Páud ...	17	2,640	.....		17	2,640	Unknown ...	3,091	
	Road from Poona to Singhar Fort...	13	0	.....		13	0	Do. ..	2,033	
	Total, Poona District ...	30	2,640	.....		30	2,640	.....	.....	
	TOTAL, CENTRAL DIVISION ...	30	2,640	.....		30	2,640	.....	.....	
	TOTAL, II.—ROADS METALLED, AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED	225	3,960	13	0	238	3,960	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.									
	NORTHERN DIVISION.									
Kaira and Panch Maháls.	Road from Godhra to Khakhria ..	22	2,640	.....		22	2,640	9,894	1,193	
	Road from Kákal to Jámbughoda ...	27	0	.....		27	0	971	704	
	Total, Kaira & Panch Maháls District.	49	2,640	.....		49	2,640	.....	.....	
	Carried over ...	688	1,950	24	0	712	1,950	.....	.....	
	Carried over Totals, I and II ...	638	4,590	24	0	662	4,590	.....	.....	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	638 4,590	24 0	662 4,590	.....	.....	
		688 1,950	24 0	712 1,950	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*						
	NORTHERN DIVISION—*continued.*						
Surat and Broach	Road from Bulsár to Dharampor ...	15 1,320	.....	15 1,320	5,545	2,500	Completed at a cost of Rs. 83,277 and maintained from Local Funds.
	Road from Majura gate to Bhurthana in Chorási Táluka ...	1 2,640	.....	1 2,640	2,700	.....	Completed at a cost of Rs. 4,045 by Public Works Department from Local Funds and is maintained by Civil Agency.
	Road from Ránder to Olpád ...	8 2,640	.....	8 2,640	10,805	2,500	Completed at a cost of Rs. 86,411 and maintained from Local Funds.
	Road from Surat to Sachín in British Territory	3 2,640	.....	3 2,640	Unknown ...	2,000	Completed and maintained from Local Funds.
	Road from Surat to Sachín in Sachín State Territory ...	4 0	.....	4 0	Do. ...		Completed and maintained by the Sachín State.
	Total, Surat and Broach Districts ...	32 3,960	.....	32 3,960	.....	.....	
Thána	Road from Govindi to Sion Trombay.	3 0	.....	3 0	Unknown ...	145	
	Road from Bhándup to Vehár ...	2 2,640	.....	2 2,640	Do. ...	258	
	Total, Thána District ...	5 2,640	.....	5 2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	87 3,960	.....	87 3,960	.....	.....	
	SOUTHERN DIVISION.						
Belgaum ...	Bágevádi-Saundatti road—						
	(*a*) Improving portion from Bágevádi to Bail Hongal	15 1,320	0 1,320	15 2,640	.....	2,134	
	(*b*) Improving portion from Bail Hongal to Saundatti	18 2,640	.....	18 2,640	.....		
	Total, Belgaum District ...	33 3,960	0 1,320	34 0	.....	.....	

Dhárwár ...	Navalgund-Annígeri road ...	8	0	3	2,640	11	2,640	9,585	1,858	Improvements to the road have been completed in 1890-91. The road is being metalled.
	Dhárwár-Haliyál road... ...	17	556	.....		17	556	1,285	2,603	
	Total, Dhárwár District ...	25	556	3	2,640	28	3,196	.....	.....	
Ratnágiri and Kolába.	Road from Alíbág to Rewas ...	15	0	.....		15	0	10,033	2,509	
	Road from Roha to Kolad	7	1,320	.....		7	1,320	Unknown ..	1,002	
	Road over Mutholi Khind (section of Indápur and Tale road) ...	2	1,320	.....		2	1,320	7,585	448	The road was completed in 1884-85, and the average annual cost of maintenance given is for the last four years.
	Portion of Pen-Panvel road between Dusviferd and Kalhe Khind ...	3	2,640	.....		3	2,640	4,856	685	The average cost of maintenance is for four years.
	Road from Salao to Korlai ...	2	1,090	.....		2	1,090	2,428	.....	
	Total, Ratnágiri and Kolába Districts.	30	1,090	.....		30	1,090	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	89	326	3	3,960	92	4,286	.....	.....	
	CENTRAL DIVISION.									
Ahmednagar ...	Road from the village of Belwandi to the Belvandi Railway Station ..	3	1,320	.....		3	1,320	4,940	251	
	Road from Shrígonda to Mádha-Vadgaon on. the Dhond road *viâ* Pimpri Railway Station ...	7	3,960	.....		7	3,960	4,099	932	
	Road from Khadke on Nagar Toka road to Belápur Railway Station *viâ* Nevása	24	0	.....		24	0	6,563	647	This road was shown in the last return in two separate portions, viz., Pimpri to Shrigonda 4½ miles, and Pimpri to Mádha Vadgaon 3¼ miles.
	Road from the town of Belápur to the Belápur Railway Station ...	4	0	.....		4	0	3,829	506	Average for two years.
	Road to the Railway Station at Belápur	14	0	.....		14	0	3,574	705	
	Road from Rahatta on the Nagar-Málegon road to the Railway Station at Chitale	10	0	.....		10	0	4,405	1,118	
	Road from Kopargaon on the Nagar-Málegaon road to the Railway Station at Signápur	2	1,320	.....		2	1,320	4,965	419	
	Carried over ...	65	1,320	.....		65	1,320	.....	.....	
		815	3,596	27	3,960	843	2,276	.....	.....	
	Carried over Totals, I and II.	638	4,590	24	0	662	4,590	.....	.....	

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		638	4,590	24	0	662	4,590	.....	.....	
	Brought forward ...	815	3,596	27	3,960	843	2,276	.....	.....	
		65	1,320	.....		65	1,320	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	CENTRAL DIVISION—*continued.*									
Ahmednagar—*continued.*	Ráhuri feeder roads (comprising road from Ráhuri to the Ráhuri Railway Station, road connecting the Nagar-Málegaon road and Ráhuri feeder road, and road connecting the Ráhuri feeder road and the dharmshála at the Ráhuri Railway Station).	3	0	.....		3	0	3,545	743	
	Road from Khospuri on the Nagar-Páithan road to Ismálpur on the Nagar-Málegaon road *vid* Vámbori Railway Station.	12	0	.....		12	0	4,685	334	This road was shown in the last return in three separate portions.
	Road from Tisgaon on the Nagar-Shevgaon road to the village of Páthardi	7	2,640	.....		7	2,640	3,020	3,197	Some items of this road are in progress. Average for one year.
	Road from Kolhar on the Nagar-Málegaon road to the Bári Ghát ...	65	0	.....		65	0	2,711	7,646	
	Road from Nagar to Bábulgaon and thence to Takle-Khándeshwar on the Kharda-Shrígonda road ...	40	0	.....		40	0	.....	5,162	
	Road from Supa on the Nagar-Sirúr road to Pimpalgaon Deepa ...	42	0	.....		42	0	.....	3,744	
	Road from Nagar to Tisgaon ...	23	2,640	.....		23	2,640	.....	2,787	Average for four years. These two roads were shown in the last return as one road.
	Road from Tisgaon to Shevgaon ...	15	0	.....		15	0	.....	516	
	Road from Karjat to Chincholi on the Kharda-Shrígonda road ...	7	0	.....		7	0	.....	523	Average for three years.
	Road from Nagar to Jámkhed ...	47	0	.....		47	0	.....	3,543	
	Road from Párner to Chincholi ...	5	0	.....		5	0	.....	466	

	Road from Kharda to Shrígonda (up to Khadkat)	30	0	.....		30	0	.....	7,896	
	Road from Supa on the Nagar-Sirúr road to the Railway Station at Sárola	7	0	.....		7	0	.....	411	
	Road from Shendi on the Nagar-Paithan road to Vámbori ...	8	0	.....		8	0	.....	619	
	Moho Ghát road	1	0	.....		1	0	.....	796	
	Road from Vilád Station to Nagar-Málegaon road	0	495	.....		0	495	* 139	.....	* This expenditure on ¼ furlong.
	Total, Ahmednagar District ..	378	1,815	.....		378	1,815	.....	.....	
Sholápur ...	Road from Jeur to Karmála	11	0	.....		11	0	4,917	1,320	
	Total, Sholápur District ...	11	0	.....		11	0	4,917	1,320	
	TOTAL, CENTRAL DIVISION ...	389	1,815	.....		389	1,815	.....	.....	
	TOTAL, III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT ...	566	821	3	3,960	569	4,781	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Kaira and Panch Mahals.	Road from Godhra to Shera ...	14	0	.....		14	0	3,552	687	
	Road from Oorwáda *viâ* Morwa to Sunth Frontier	20	0	.....		20	0	3,641	1,020	
	Total, Kaira and Panch Mahals Districts ...	34	0	.....		34	0	.....	.....	
Thána ...	Road from Máhim to Váda ...	17	0	17	0	34	0	2,922	2,978	Under construction. 17 miles completed.
	Road from Borovli to Gorai ...	2	0	2	2,640	4	2,640	3,546	.....	In progress.
	Road from Nirmal to Girinj ..	1	920	.....		1	920	1,703	200	
	Road from Kulwa to Belápur ..	5	0	10	0	15	0	2,541	.....	In progress.
	Road from Kalyán to Dhysar ..	.....		9	0	9	0	4,656	.....	Do.
	Total, Thána District ..	25	920	38	2,640	63	3,560	.....	.....	
	TOTAL, NORTHERN DIVISION ...	59	920	38	2,640	97	3,560	.....	.....	
	Carried over ...	1,264	1,051	66	1,320	1330	2,371	.....	.....	
	Carried over Total of I, II and III.	1,205	131	27	3,960	1,232	4,091	.....	.....	

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,205	131	27	3,960	1,232	4,091	.....	.....	
		1,264	1,051	66	1,320	1,330	2,371	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED —*continued.*									
	SOUTHERN DIVISION.									
Belgaum ...	Road from Athni to Kágvad ...	24	0	.....		24	0	Unknown ...	1,940	
	Road from Gotur to Tásgaon ...	47	0	.....		47	0	Do. ...	2,523	
	Total, Belgaum District ...	71	0	.....		71	0	.....	.....	
Bijápur ...	Muddebihál-Almatti road	19	2,640	.....		19	2,640	4,372	2,951	Average for three years.
	Road from Indi to Indi Road Station	3	2,640	.....		3	2,640	3,448	632	
	Bijápur-Sindgi road...	35	2,640	.....		35	2,640	Unknown ...	3,775	
	Sholápur-Bellary road, portion from Halsangi to Hunguud	92	2,640	.....		92	2,640	Do. ...	1,997	The average cost of repair is for one year only, *i.e.*, for 1890-91. Before that the road was not in charge of this Department.
	Total, Bijápur District ...	151	0	.....		151	0	.....	.....	
Dhárwár ...	Masur-Mundargi road	43	2,640	.....		43	2,640	741	4,058	Out of the whole length, about 3 miles are unmade. The road is partially provided with masonry drains. During 1890-91 a short length, *viz.*, 2,928 sq. ft., was newly constructed.
	Pálla-Bádámi road	78	0	.....		78	0	1,860	6,994	The first section of this road from Yelvigi to Bankápur is in process of being metalled, bridged and drained.
	Tadas-Gundi road	34	2,640	.....		34	2,640	Unknown ...	3,392	The road is partially provided with masonry drains and one large river is bridged.
	Harihar-Samasgi road	51	1,320	.....		51	1,320	Do. ...	5,507	The road is partially provided with masonry drains.

	Byádgi-Havasbhávi road	10	3,960	.....		10	3,960	2,240	1,467	The whole length of this road is partially metalled except miles Nos. 11 and 13.
	Dhárwár-Saundatti road	13	1,425	.....		13	1,425	2,312	1,948	
	Total, Dhárwár District ...	231	1,425	.....		231	1,425	.....	.....	
	Sátára-Pandharpur road (within the limits of the Sátára District) ...	60	0	.....		60	0	1,277	9,031	Partly metalled. Not fully drained throughout.
	Sátára-Lonand (portion of the old Sátára-Poona road from Waduth to Níra River)	27	0	.....		27	0	753	4,304	In process of being metalled.
Sátára	Sátára-Tásgaon road	64	0	.....		64	0	722	5,110	
	Malhárpeth-Pandharpur road (within the limits of the Sátára District)...	54	0	.....		54	0	879	6,097	
	Karád-Tásgaon road...	35	0	.....		35	0	2,345	4,089	Partly metalled.
	Peth-Sángli road	20	0	.....		20	0	4,795	3,353	In process of being metalled.
	Pusegaon-Vadúj road	12	0	.....		12	0	2,264	400	
	Total, Sátára District ...	272	0	.....		272	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	725	1,425	.....		725	1,425	.....	.....	
	CENTRAL DIVISION.									
	Road from Bársi Road Station to Pandharpur	30	0	.....		30	0	3,706	6,000	
Sholápur ...	Road from Pandharpur to Janoni ...	41	0	.....		41	0	1,220	4,919	
	Total, Sholápur District ...	71	0	.....		71	0	.....	.....	
	Road from Talegaon to Railway Station	1	1,320	.....		1	1,320	1,776	149	
	Road from Harapsar to Níra Bridge (old Sátára road)	30	4,224	.....		30	4,224	3,483	5,018	
Poona	Road from Vadgaon to Shikrápur...	33	0	.....		33	0	2,586	4,785	
	Road from Kárli Railway Station to Bombay Mail road...	1	2,640	.....		1	2,640	691	150	
	Road from Pátas to Pátas Railway Station	3	1,320	.....		3	1,320	Unknown ...	390	
		69	4,224	.....		69	4,224	... ..	.....	
	Carried over ...	2,060	2,476	66	1,320	2,126	3,796	.....	.....	
	Carried over Total of I, II and III.	1,205	131	27	3,960	1,232	4,091	.....	.....	

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	1,205	131	27	3,960	1,232	4,091	.....	.....	
		2,060	2,476	66	1,320	2,126	3,796	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED —*continued.*	69	4,224	.....		69	4,224	.....	.....	
	CENTRAL DIVISION—*continued.*									
Poona—*continued*	Road from Bárámati to Khanowta ..	21	0	.....		21	0	Unknown ...	1,990	
	Road from Níra Bridge to Sirúr ...	55	3,960	.....		55	3,960	Do. ...	5,098	
	Road from Khed to Pábal	12	0	.....		12	0	589	1,199	
	Road from Khed to Váda	14	0	.....		14	0	1,146	3,260	
	Road from Poona to A'landi ...	9	0	.....		9	0	Unknown ...	1,517	
	Road from Munchar to Ghoda ...	8	0	.....		8	0	763	1,284	
	Road from Junnar to Rájur ...	6	0	.....		6	0	.....	754	
	Road from Diksál Railway Station to join Sholápur road	1	1,320	.....		1	1,320	315	196	
	Road from Lonávli to foot of Sákarpathár	3	0	.....		3	0	Unknown ...	200	
	Road from Yewat Railway Station to join Sholápur road	1	1,320	.....		1	1,320	475	60	
	Road from Loni to Chandgaon ...	4	0	.....		4	0	Unknown ...	200	
	Road from Chinchvad to Railway Station	1	1,320	.....		1	1,320	Do. ...	150	
	Road from foot of Sákarpathár to Bhorkas	8	2,640	.....		8	2,640	Do. ...	292	
	Road from Loni to Pábal	15	0	.....		15	0	Do. ...	903	
	Road from Indápur to Bárámati ...	31	0	.....		31	0	228	3,098	
	Total, Poona District ...	260	4,224	.....		260	4,224	.....	.....	
Násik	Násik-Dindori and Kalvan road ...	44	0	.....		44	0	4,171	5,069	
	Khándesh and Nizám's Frontier road.	82	0	.....		82	0	Unknown ...	6,420	
	Satána-Málegaon road	23	0	.....		23	0	Do. ..	2,569	
	Násik-Trimbak road...	18	0	.....		18	0	Do. ...	2,643	The first 6 miles are being metalled.

	Násik-Wághera road	22	0	.....		23	0	Do. ...	2,803	
	Ghoti-Bárighát road (from Ubhada to Bárighát)	11	2,640	.....		11	2,640	Do. ...	1,621	
	Total, Násik District ...	200	2,640	.....		200	2,640	.....	.....	
	Station Roads at Dhulia	8	0	.....		8	0	Unknown ...	859	
	Bhusával-Yával road	11	0	.....		11	0	6,919	1,140	1st section 2 miles in length was constructed from Local Funds. The whole road (Bhusával to Yával) 11 miles in length is being repaired from Local Funds.
	Neri-Jámner road	9	0	.....		9	0	Unknown ...	1,386	Originally constructed by Táluka Local Boards.
	Chálisgaon-Outram Ghát road ...	12	2,640	.....		12	2,640	19,372	3,385	
	Dhulia-Amalner road	7	9	9	2,640	16	2,640	4,954	1,095	
	Dondaicha-Sháhada road	7	0	10	0	17	0	6,917	1,363	In progress.
	Máheji Station road...	2	2,640	.....		2	2,640	Unknown ...	531	
	Erandol-Tápti road	18	2,640	.....		18	2,640	Do. ...	3,158	
Khándesh ...	Jalgaon-Neri road	14	0	.....		14	0	Do. ...	2,705	
	Jalgaon-Dharangaon road	20	0	.....		20	0	4,939	3,546	
	Kajgaon-Párola road	22	0	.....		22	0	6,004	3,478	
	Mhasawad-Dhulia road	46	0	.....		46	0	Unknown ..	8,018	Portion from Dhulia to Fagna (4½ miles) in process of being metalled.
	Nasirabad-Bhádli road	1	2,640	.....		1	2,640	4,018	381	
	Páchora-Bhadgaon road	8	2,640	.....		8	2,640	2,385	1,473	
	Songhir-Nandurbár road	45	0	.....		45	0	5,723	12,612	
	Sákri-Pimpalner road	13	2,640	.....		13	2,640	5,954	2,684	Cost taken proportionately to the whole length from Dhulia to Pimpalner, of which Dhulia to Sákri is Provincial.
	Bhadgaon-Talwada road	9	0	.....		9	0	Unknown ...	1,570	
	Cross road at Chálisgaon	1	0	.....		1	0	Do.	119	
	Chálisgaon Station road	1	0	.....		1	0	Do.	121	
	Total, Khándesh District ...	257	0	19	2,640	276	2,640	.....	.....	
	TOTAL, CENTRAL DIVISION ...	789	1,584	19	2,640	808	4,224	.....	.....	
	TOTAL, IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED	1,573	3,929	58	0	1,631	3,929	.....	.....	
	Carried over ...	2,778	4,060	85	3,960	2,864	2,740	.....	.....	
	Carried over Total of I, II, III and IV ...	2,778	4,060	85	3,960	2,864	2,740	.....	.....	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	2,778	4,060	85	3,960	2,864	2,740	.....	.....	
		2,778	4,060	85	3,960	2,864	2,740	.....	.....	
	V.—VILLAGE OR CLEARED ROADS.									
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Viramgám to Hansalpur.	2	0	.....		2	0	1,016	98	Actual for one year.
	Total, Ahmedabad District ...	2	0	.....		2	0	.....	.....	
Kairá and Panch Mahals.	Road from Godhra to Páli	16	0	.....		16	0	182	156	
	Road from Páli to Bálásinor ...	8	1,320	.....		8	1,320	1,118	407	
	Total, Kaira and Panch Mahals Districts ...	24	1,320	.....		24	1,320	.....	.....	
	TOTAL, NORTHERN DIVISION ...	26	1,320	.....		26	1,320	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Sánkeshvar to Hukeri ...	9	0	.....		9	0	Unknown ...	1,321	
	Total, Belgaum District ...	9	0	.....		9	0	.....	.....	
Dhárwár ...	Dhárwar-Taras road	19	2,640	.....		19	2,640	1,890	2,907	Four miles of this road are metalled and a short length in mile No. 2.
	Taras-Kargod road	15	1,320	.....		15	1,320	Unknown ...	1,507	
	Navalgund-Ron road	28	0	.....		28	0	6,322	3,433	
	Total, Dhárwár District ...	62	3,960	.....		62	3,960	.....	.....	
Kánara ...	Road from Aminhalli to Kumta *viâ* Nilkund Ghát	32	0	.....		32	0	Unknown ...	2,297	
	Road from Yellápur to Kodkani *viâ* Sirsi	63	0	.....		63	0	Do. ...	4,437	
	Total, Kánara District ...	95	0	.....		95	0	.....	.....	

Bijápur ...	Almel-Pandharpur road, portion from Almel to Shirdhor	44	0	.....		44	0	.....	2,494	The average cost of repairs is for one year only, *i.e.*, for 1890-91. Before that the roads were not in charge of this Department.
	Hipargi-Talikot road	30	0	.....		30	0	.....	487	
	Total, Bijápur District ...	74	0	.....		74	0	.....	.....	
Sátára	Tásgaon-Pingli road	45	0	.....		45	0	348	2,759	
	Total, Sátára District ...	45	0	.....		45	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	285	3,960	.....		285	3,960	.....	.....	
	CENTRAL DIVISION.									
Poona ...	Road from Náráyanpur to Kapurwhol.	7	2,692	.....		7	2,692	782	917	
	Bullock track road from Bhorgeri to Bhima Shankar	.....		1	0	1	0	941	.....	
	Total, Poona District ...	7	2,692	1	0	8	2,692	.....	.....	
Násik	Road from foot of Nanasighat to Haste	6	0	.....		6	0	489	519	
	Road from Haste to Bareh ...	1	2,640	3	0	4	2,640	6,046	.....	Work towards Bareh is in progress.
	Road from Harsul to Goldadi ...	10	0	.....		10	0	946	766	The estimate of the road provides for drains and dips at Nala crossings. The road is intended for Forests traffic.
	Roads in and about Násik —									
	(1) Cross road near Collector's bungalow	1	2,640	.....		1	2,640	Unknown ...	219	
	(2) Shelbari Ghát road ...	3	0	.....		3	0	Do. ...	425	
	Cheraibari Ghát road	1	0	.....		1	0	Do. ...	206	
	Total, Násik District ...	23	0	3	0	26	0	.....	.....	
	Carried over Totals of I, II, III and IV ...	3,121	1,472	89	3,960	3,211	152	.....	.....	
		2,778	4,060	85	3,960	2,864	2,740	.....	.....	

LOCAL FUND ROADS—*concluded.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile. Rs.	Average annual cost of maintenance and repairs in the last five years. Rs.	Remarks.
	Brought forward ...	2,778	4,060	85	3,960	2,864	2,740	.....	.....	
		3,121	1,472	89	3,960	3,211	152	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
Ahmednagar ...	Road from Arangaon on the Nagar-Dhond road to Walki	3	0	.....		3	0	.....	100	Average for four years.
	Road from Párner to Pakli *viâ* Jamgaod...	14	0	.....		14	0	.....	548	Do. do.
	Road from Thugaon to Kotul ...	11	0	.....		11	0	.....	798	Do. do.
	Road from Nevasa to Kukane (portion of Nevása-Shevgaon road) ...	6	2,640	.....		6	2,640	*1,781	1,895	Average for one year. * Expended on constructing 2½ miles of this road.
	Panodi Ghát road	1	1,320	.....		1	1,320	.....	735	Average for three years.
	Loni-Sinnar road	24	0	.....		24	0	.....	917	Average for two years.
	Total, Ahmednagar District ...	59	3,960	.....		59	3,960	.....	.....	
	TOTAL, CENTRAL DIVISION ...	90	1,372	4	0	94	1,372	.....	.....	
	TOTAL V.—VILLAGE OR CLEARED ROADS ...	402	1,372	4	0	406	1,372	.....	.....	
	GRAND TOTAL FOR LOCAL ROADS ...	3,181	152	89	3,960	3,270	4,112	.....	.....	
	Totals of I, II, III, IV and V.—Road ...	3,181	152	89	3,960	3,270	4,112	.....	.....	

ABSTRACT OF LOCAL FUND ROADS IN CHARGE OF THE PUBLIC WORKS DEPARTMENT.

Classification and names of roads.	Length in miles.						Remarks.
	Completed.		In progress.		Total.		
	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—*Roads, metalled, bridged and drained throughout.*							
Northern Division	365	630	11	0	376	630	
Southern do.	36	0	.....		36	0	
Central do.	12	0	.....		12	0	
Total ...	413	630	11	0	424	630	
II.—*Roads, metalled and drained throughout, but the large rivers not bridged.*							
Northern Division	161	1,320	5	0	166	1,320	
Southern do.	34	0	8	0	42	0	
Central do.	30	2,640	.....		30	2,640	
Total ...	225	3,960	13	0	238	3,960	
III.—*Muram roads, bridged and drained throughout.*							
Northern Division	87	3,960	.....		87	3,960	
Southern do.	89	326	3	3,960	92	4,286	
Central do	389	1,815	.....		389	1,815	
Total ...	566	821	3	3,960	569	4,781	
IV.—*Muram roads, drained throughout, but the large rivers not bridged.*							
Northern Division	59	920	38	2,640	97	3,560	
Southern do.	725	1,425	.....		725	1,425	
Central do.	789	1,584	19	2,640	808	4,224	
Total ...	1,573	3,929	58	0	1,631	3,929	
V.—*Village or cleared roads.*							
Northern Division	26	1,320	.....		26	1,320	
Southern do.	285	3,960	.....		285	3,960	
Central do.	90	1,372	4	0	94	1,372	
Total ...	402	1,372	4	0	406	1,372	
Grand Total for I, II, III, IV and V.	3,181	152	89	3,960	3,270	4,112	

Note.—The Local Fund Roads in Sind are all in the charge of Civil Officers not the Public Works Department.

W. C. HUGHES,
Secretary to Government, Public Works Department.

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